



# SAN JUAN COUNTY DEPARTMENT OF COMMUNITY DEVELOPMENT


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## MEMO

**REPORT DATE:** June 4, 2021

**TO:** San Juan County Planning Commission

**CC:** San Juan County Council  
Mike Thomas, County Manager  
Erika Shook, AICP, DCD Director

**FROM:** Adam Zack, Planner III 

**SUBJECT:** 2036 Comprehensive Plan Update  
Section B, Element 2, Land Use and Rural  
Eastsound Issues

**DISCUSSION:** June 18, 2021

**ATTACHMENTS:** A. January 7, 2021 EPRC Meeting Minutes. Includes EPRC Response to Staff's Requested Feedback on Possible Eastsound Subarea and UGA Changes and Possible Orcas Island Airport Overlay Amendments.  
B. The Washington State Department of Transportation (WSDOT) *Airports and Compatible Land Use Guidebook*, Appendix F Compatibility Criteria

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**PURPOSE:** To provide the Planning Commission with land use recommendations from the Eastsound Planning Review Committee (EPRC).

**FEEDBACK REQUESTED:** Please provide a recommendation on the following policy and Comprehensive Plan (*Plan*) Official Map topics:

1. Increasing development capacity in Service and Light Industrial (SLI) land use designation;
2. Residential development capacity in the UGA;
3. Requests for land use review submitted by individual property owners; and
4. Land use regulations within the Orcas Island Airport Overlay (OIAO).

**Note:** The discussion on June 18 will focus on topics 1-3 above. Topic 4 will be addressed later in the *Plan* update.

**PUBLIC COMMENTS:** Please send all public comments to [compplancomments@sanjuanco.com](mailto:compplancomments@sanjuanco.com). Please do not copy the County Council, Planning Commission members, EPRC, or County Staff. Written public comments received by June 17 will be provided to the Planning Commission prior to the meeting. Comments should refer to the related issue and option. Please focus public comments on the issues and options contemplated in this report.

**BACKGROUND:** The Planning Commission was briefed on Eastsound UGA land use issues on February 21, 2020. A staff report dated February 4, 2020 outlined these issues (<https://www.sanjuanco.com/DocumentCenter/View/19788/>).

The County Council was briefed on UGA issues on February 11, 2020. At that briefing, the Council provided general direction for addressing Eastsound UGA land use issues. Their guidance is summarized as:

- Look for ways to increase commercial and industrial capacity in the SLI designation;
- Explore options for increasing residential capacity in the UGA; and
- When developing strategies to increase capacity, prioritize infill over expanding the UGA.

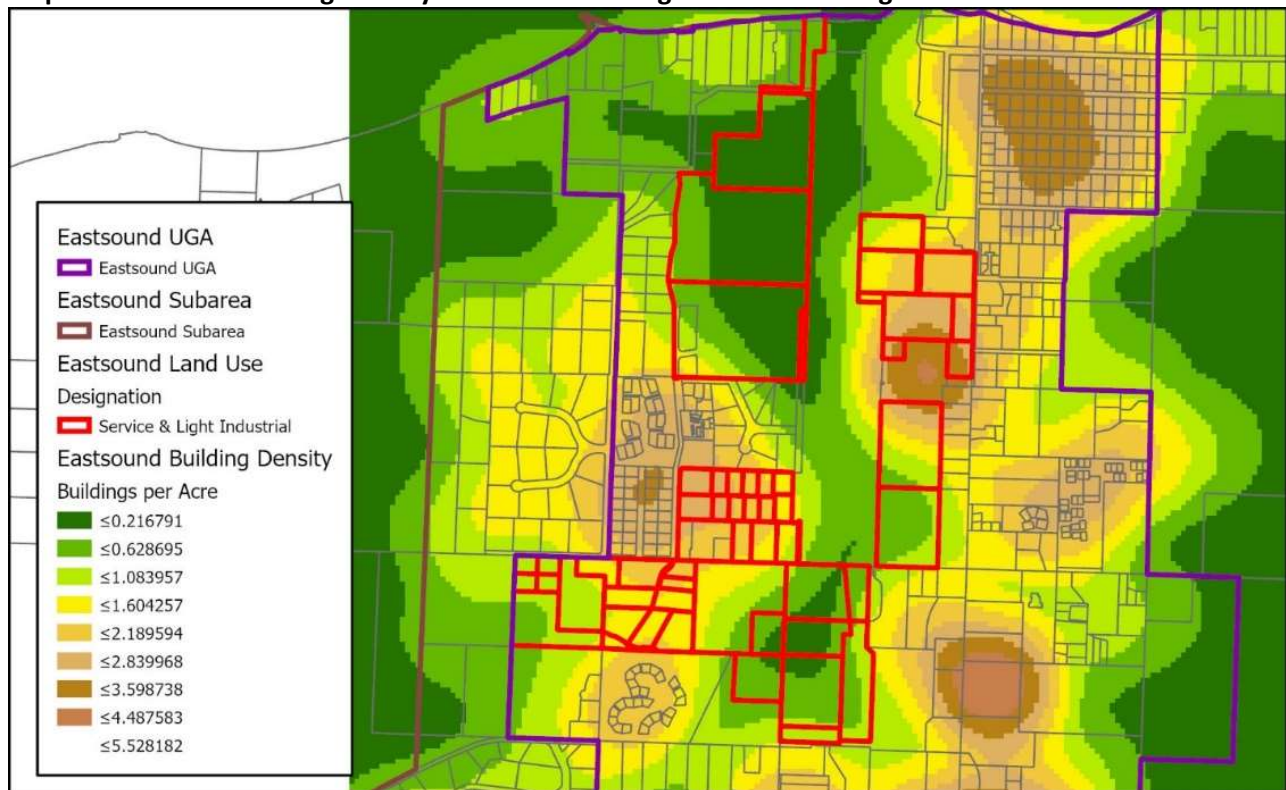
When adopting the scope of work for the *Plan* update, the Council also asked staff to review the regulations in the Orcas Island Airport Overlay (OIAO) in Eastsound. The issues and options provided in this memo are aimed at getting the Planning Commission recommendations on land use issues within the UGA while considering the EPRC recommendation and staying within the bounds of the Council's initial direction.

## Issue 1: Increasing Development Capacity in SLI.

The Service and Light Industrial (SLI) land use designation in Eastsound is the only industrial designation in the Eastsound UGA. It is also the only industrial land use designation in a UGA outside of Friday Harbor. As such, it is one of the only places that provides development capacity for certain nonresidential uses and is served by urban services, i.e. water and sewer service. The County Council has expressed interest in increasing development capacity for SLI during the *Plan* update because there are few places that allow the kind of development allowed there.

The SLI designation in Eastsound is surrounded by residential neighborhoods. Except for the Eastsound Airport, SLI is surrounded by residential development. Most of the surrounding neighborhoods are denser than other areas in the County. Map 1 shows the SLI designation and the surrounding density of buildings based on address points, the majority of which are residential.

**Map 1. Eastsound Building Density and Service and Light Industrial Designation.**



Source: SJC GIS.

Another possible conflict between SLI and the surrounding residential area is that much of the area designated SLI is adjacent to residential areas with lower-priced market-rate homes, apartments, and OPAL affordable housing developments. Concentrating industrial development adjacent to denser lower-income neighborhoods increases the impacts to these households and affects more people because there are more homes in a smaller area. This is an equity issue and care should be taken to avoid disproportionate effects of industrial development on dense lower-income neighborhoods.

There are two general ways that development capacity can be increased. One option is to allow more intense use of the land within the area currently designated. This is referred to as 'infill'. Infill would change the regulations to allow more development in lands already designated SLI. Another option is designating more

land SLI. Designating more land SLI would amend the *Plan* Official Maps to allow light industrial development on more properties.

In 2019 the County completed a Land Capacity Analysis (LCA) that calculated the amount of developable land in every land use designation (LCA staff report <https://www.sanjuanco.com/DocumentCenter/View/19296/>). The LCA included an analysis of the amount of development that could be possible given existing development, critical areas, and current regulations. The LCA found that there are 19.97 developable acres designated SLI. Based on existing floor area ratios in the SLI designation, those developable acres could have approximately 260,000 square feet of new development. To further understand how much employment could be accommodated in those 260,000 square feet, the County looked at the rate of jobs per nonresidential building square footage on Orcas (staff report: <https://www.sanjuanco.com/DocumentCenter/View/19636/>). At Orcas Island's average rate of one job per 530.99 square feet, the potential development in SLI could accommodate around 487 new jobs. After reviewing the results of these analyses, the County Council directed staff to develop options for increasing the employment capacity in SLI, including alternatives for increasing infill and possibly designating more land.

Both infill and designating more land SLI have unique challenges, particularly in Eastsound. Light industrial uses are often incompatible with neighboring residential uses. The controversy surrounding the recently permitted bulk fuel storage facility highlights the challenges of locating light industrial uses near neighborhoods. Allowing more intense industrial development (infill) in areas adjacent to neighborhoods could increase the conflict between residential and industrial uses. Similarly, designating new areas SLI could put more industrial land adjacent to neighborhoods because most undeveloped land in Eastsound is near residential areas.

### **Option 1A: Allow more commercial and industrial development on lands already designated SLI (infill).**

San Juan County Code (SJCC) 18.30.500 Service and light industrial district establishes development standards for the SLI designation. These standards are the primary way that the County Code limits the amount of development in SLI. Some of the key limitations established in SJCC 18.30.500 are:

- Forty-foot setback from County roads;
- Five percent open space requirement;
- Sixty percent maximum lot coverage, including buildings, parking, and driveways;
- Twenty-foot-wide landscaped screening is required along public roads; and
- Thirty-five-foot maximum building height.

The County can consider amending these development standards to increase the amount of development allowed. The maximum building height is one standard that should not be amended because it is tied, in part, to the size of fire trucks in the area.

Three standards that could be amended to increase the amount of development capacity in SLI are:

- Reduce the front setback from 40 feet from the center line to 30 feet from the center line;
- Increase the allowed amount of lot coverage; and
- Reduce the size of the required 20-foot landscaping strip.

A standard that limits development capacity in the areas already designated SLI is the required forty-foot setback from the centerline of public roads. Reducing the road setback by ten feet would allow developers to utilize more of the lot. Other designations in Eastsound have smaller front setbacks. In the Eastsound Marina designation, for example, the road setback is between ten and fifteen feet. If combined with an increase in lot coverage, reducing the road setback would allow more development in SLI.

The maximum lot coverage is the standard that most limits the amount of development possible. Lot coverage includes the area covered by buildings, parking, and driveways. Maximum lot coverage is established to limit the bulk of buildings and to cutdown on the impervious surface created with new development. Impervious surfaces can increase stormwater runoff. On the other hand, industrial areas inside UGAs are expected to have some of the most intense use of the land and are often served by infrastructure that can treat stormwater runoff. Furthermore, containing industrial development in a defined geographic area could be worth the tradeoff of additional impervious surfaces in that confined area.

The current standards in SJCC 18.30.500 cap the lot coverage at sixty-five percent of the lot. Increasing the maximum lot coverage would allow more development. Developers would still be required to meet all setback and landscaping requirements, but the proposed change would allow them to develop more of the lot overall. If the Planning Commission is interested in increasing the maximum lot coverage, staff will consult with Public Works on where to set the limit and what additional regulations might be needed to address the potential increase in stormwater runoff.

Another requirement that limits development in SLI is the mandatory 20-foot wide landscaping strip along the entire primary road frontage of the site and along any property line abutting a residential area. This is twice the width of required landscaping in rural areas established in SJCC 18.60.160(E)(2), which requires a 10-foot wide landscaping strip for the road frontage of industrial development elsewhere in the County. This requirement could be reduced to 10 feet but retain the required 20-feet of landscaping between industrial development and adjacent residential properties.

## **Option 1B: Designate more land SLI.**

The County can consider designating more land SLI during the *Plan* update. This would allow SLI uses on more land, increasing the development capacity. This can be accomplished by re-designating lands within the UGA or expanding the boundary to include more undeveloped land.

Finding more land that is appropriate to designate SLI within the UGA and surrounding subarea presents a unique challenge in Eastsound. SLI in Eastsound is not only constrained by geography but also by the established uses in the surrounding areas. Light industrial uses can conflict with residential ones. This is even more true in an urban area such as Eastsound where some residents tend to expect a quiet retreat from the commotion of mainland urban areas. Furthermore, designating an existing residential area as SLI would increase the conflict between light industrial and existing residences as the area re-develops with new nonresidential uses adjacent to homes.

The core of the problem is that there are no contiguous areas of undeveloped land that would be prime locations for light industrial development within the UGA or in the surrounding area. Any area that could be re-designated to SLI is either already developed or directly adjacent to existing residential or commercial development. Even looking beyond the UGA boundary, the surrounding rural lands might have lower density residential, thus fewer possible conflicts, but re-designating rural land to SLI would be unpopular among residents concerned about rural character.

Staff examined some areas within the existing UGA boundary that are adjacent to lands already designated SLI, have less residential development than other areas, and might be suitable candidates for re-designation to SLI. All areas that might be suitable for re-designation have significant drawbacks. A primary concern for areas north of Mount Baker Road and west of the airport is road access. Re-designating these areas would probably result in considerable truck traffic increases on Seaview Street and Blanchard Road, both of which are smaller local access roads. All of the other possible areas near the existing SLI area are adjacent to residential or rural areas; establishing new light industrial areas in these places could increase conflict between uses. Furthermore, re-designating areas west of the airport would focus the impacts of light industrial development near more affordable neighborhoods, leading to disproportionate effects of industrial development on dense lower-income neighborhoods.

## **Staff Recommendation**

Staff recommends Option 1A, allow more commercial and industrial development on lands already designated SLI (infill). The existing areas designated SLI are sufficient to meet the projected need for industrial uses through the planning period, however, allowing more intense development in the area will maximize the uses established there. This will also have the added benefit of increasing the economic incentive for developers to maximize development in a constrained area because more intense development is often more profitable. Furthermore, by increasing the profitability of developing light industrial uses and not designating any new land SLI, the *Plan* would increase pressure on existing nonconforming lots to re-develop with conforming uses. Over time, this would help reduce the number of single-family residences within the SLI designated area, a use typically incompatible with industrial development.

Given the potential drawbacks of designating new areas SLI, staff does not recommend designating more land SLI at this time.

## **EPRC Recommendation**

“Increase Lot Coverage in SLI – We fully support this recommendation.

Decrease Setbacks in SLI – We do not support this recommendation. - As an Eastsound UGA goal, where residential land and industrial land come in contact, EPRC is actively looking for ways to reduce building proximity, provide sound and visual screening, and to buffer & protect residences from industrial encroachment on residential areas. We seek to increase both residential and industrial densities where they are farthest apart from one another. As a planning best practice planned buffering makes for good neighbors and higher property values. Visual screening and deeper setbacks are hallmarks of good intersections between industrial uses and residential uses. Increasing the lot coverage in SLI makes perfect sense as long as we retain full dense vegetative screening and setbacks are maintained between land uses and facing the street. If a parcel does not border a property with either existing or potential residential uses or is not across the street from such uses, then the setbacks and screening could be reduced. We consider the fact that Marina has smaller setbacks than SLI to be valid because Marina has residential uses as one of its primary uses, and all developments in Marina facing public streets are in fact conforming residential/lodging. So, there is no negative impact to the streetscape or the Eastsound Residential properties across the street from what is simply more residential architecture in Marina. Industrial sites and warehouses, however, have a negative visual impact for residences and an impact on the streetscapes which are heavily travelled by local and tourist pedestrians, cyclists, and passenger vehicles. Existing setbacks should be kept. Vegetative screening should be kept or perhaps even enhanced for fuller visual separation.” (Attachment A)

## Issue 2: Increasing Residential Capacity.

The County has adopted a policy that UGAs must be sized to accommodate fifty percent of the projected on-island growth. The population of Orcas Island is forecasted to increase by 1,028 people by 2036. This means that the UGA should be sized to accommodate 514 new residents through the year 2036. The Land Capacity Analysis (LCA) found that the UGA has between a 446-person excess and 13-person shortfall of residential capacity depending on how mixed-use areas develop. Table 1 shows the net capacity under each of the three mixed-use development scenarios analyzed in the LCA.

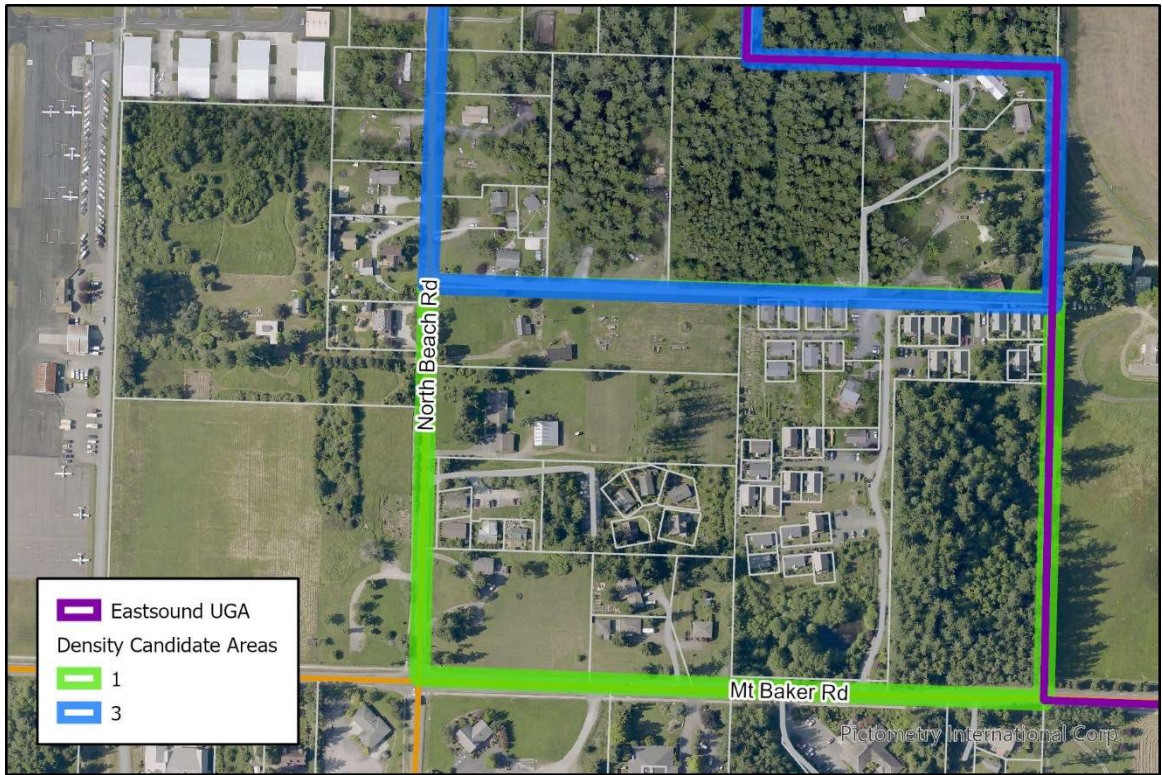
**Table 1. Eastsound UGA Total Net Capacity in Each Mixed-Use Development Scenario.**

Mixed-Use Development Scenario	Net Dwelling Unit Capacity	Net Population Capacity, Assuming 2.04 People Per Household	Forecasted Population Growth	Population Capacity Excess or Shortfall
<b>Scenario A:</b> Mixed-Use Develops at 100% Commercial	245	501	514	-13
<b>Scenario B:</b> Mixed-Use Develops at 50% Commercial and 50% Residential	300	612	514	98
<b>Scenario C:</b> Mixed-Use Develops at 100% Residential	471	960	514	446

Source: Land Capacity Analysis Report dated November 4, 2019.

The County Council directed staff to develop options for increasing residential development capacity in Eastsound because significant residential development in mixed-use areas is unlikely. The Council specifically directed staff to prioritize increasing residential capacity through infill without expanding the UGA boundary. This would mean increasing the number of dwellings allowed per acre in residential areas within the UGA. Staff has identified three density increase candidate areas for consideration. Maps 2 through 4 show the aerial photo and existing land use designations for these three candidate areas.

**Map 2. Density Increase Candidate Area 1.**



Source: SJC GIS.

Density increase candidate area 1 is a twenty-four-acre area north of Mt. Baker Road, east of North Beach Road, south of Twigs Lane, and west of the UGA boundary. It is currently designated Eastsound Residential with a density of four dwellings per acre. There are three OPAL affordable housing developments with approximately forty-three existing dwellings. There are about eight other dwellings in the area. This area could be re-designated to Village Residential with a maximum allowed density of twelve units per acre.

According to the LCA, there are thirteen developable acres in this area. There is existing gross developable capacity in this area for around forty-five new dwellings [(13 developable acres X 4 dwellings/acre) – 7 existing homes]. Increasing the maximum density to 12 units per acre in this area would increase gross residential capacity to 149 possible new units, provided the area developed at the maximum density.

The LCA considers that some developable land will be unavailable for development during the planning period due to several factors. Gross capacity is reduced by these limiting factors to arrive at net capacity [gross capacity – (25% market factor + 35% seasonal home factor + 5% public use factor)]. Under the existing density, this area has net capacity for 16 new dwelling units [45 - (11.25 + 15.75 + 2.25)]. Increasing the density would increase net capacity to 52 units [149 – (37.25 + 52.15 + 7.45)]. This is a net increase of 36 more dwellings than what is currently allowed.

#### Surrounding Land Uses and Designations

- North: Residential, Eastsound Residential, four dwellings per acre (ER4P);
- South: Residential and institutional, Village Residential four to twelve units per acre (VR412);
- West: Undeveloped, SLI and ER4P; and
- East: Residential, Eastsound Rural one dwelling per five acres (ER).

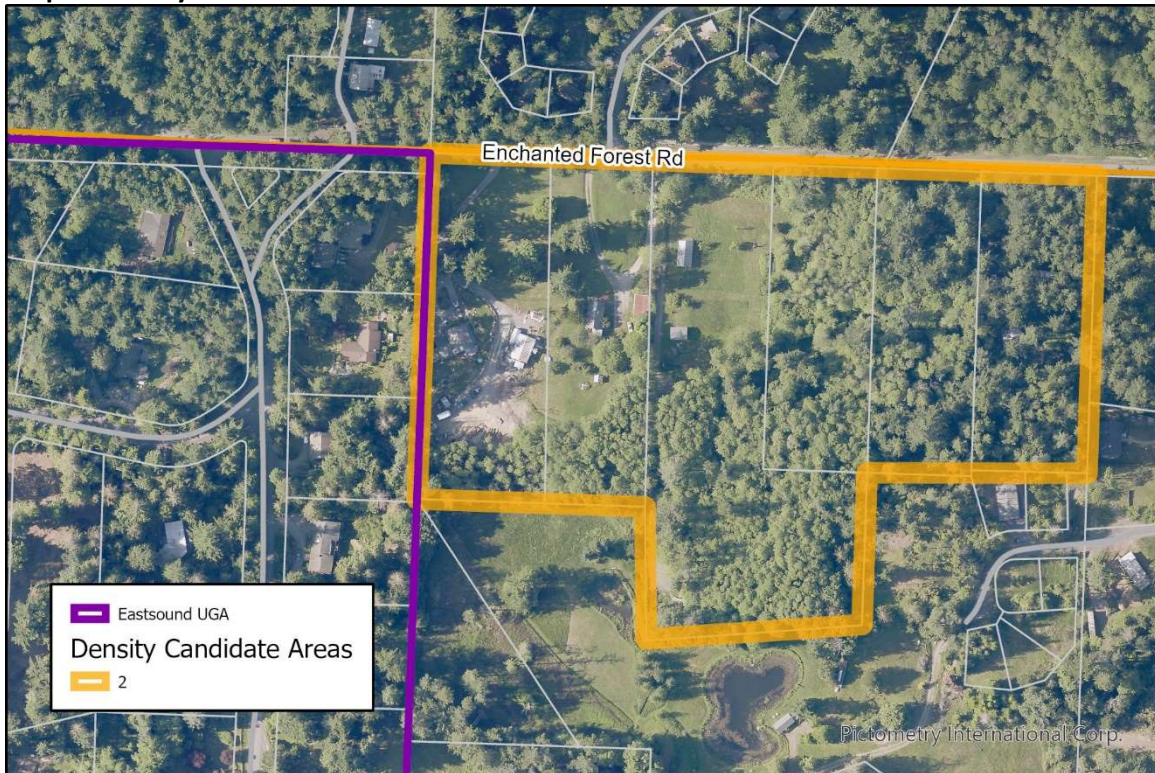
#### Benefits of increasing density in Candidate Area 1:

- The area is adjacent to an area already designated for up to 12 units per acre (south of Mt. Baker Road);
- The area has several large, subdividable parcels that are mostly undeveloped. These parcels are more likely to achieve higher density than scattered small parcels;
- There are existing dense residential developments in this area, which are more likely to be compatible with adjacent density; and
- One property owner in the area (Rick Christmas) has requested his property be re-designated to a maximum density of 12 dwelling units per acre.

#### Drawbacks of increasing density in Candidate Area 1:

- Increased traffic on Mt Baker and North Beach Roads, and
- The area is adjacent to the eastern UGA boundary, placing higher density at the edge of the UGA.

**Map 3. Density Increase Candidate Area 2.**



Source: SJC GIS.

Density increase candidate area 2 is a twelve-acre area south of Enchanted Forest Road, west of Lover's Lane, and east of the UGA boundary. The area is sparsely developed with four single-family homes. It is currently designated Eastsound Residential with a density of one dwelling per acre. This area could be re-designated Eastsound Residential with a density of four dwellings per acre.

According to the LCA, there are nine developable acres in this area. There are four existing dwellings. There is existing gross development capacity in this area for around five new dwellings. Increasing the residential density to four units per acre would increase gross capacity to thirty-two possible dwelling units.

The LCA considers that some developable land will be unavailable for development during the planning period due to several factors. Gross capacity is reduced by these limiting factors to arrive at net capacity [gross capacity – (25% market factor + 35% seasonal home factor + 5% public use factor)]. Under the existing density, this area has net capacity for about 2 new dwelling units [5 - (1.25 + 1.75 + 0.25)]. Increasing the density would increase net capacity to 11 units [32 – (8 + 11.20 + 1.60)]. This is an increase of nine more dwellings than what is currently allowed.

#### Surrounding Land Uses and Designations

- North: Residential, Eastsound Residential 2 dwellings per acre;
- South: Residential, Eastsound Residential 1 dwelling per acre;
- West: Residential, Eastsound Rural Residential, 1 dwelling per 5 acres; and
- East: Residential, Village Residential/Institutional 4 – 12 dwellings per acre.

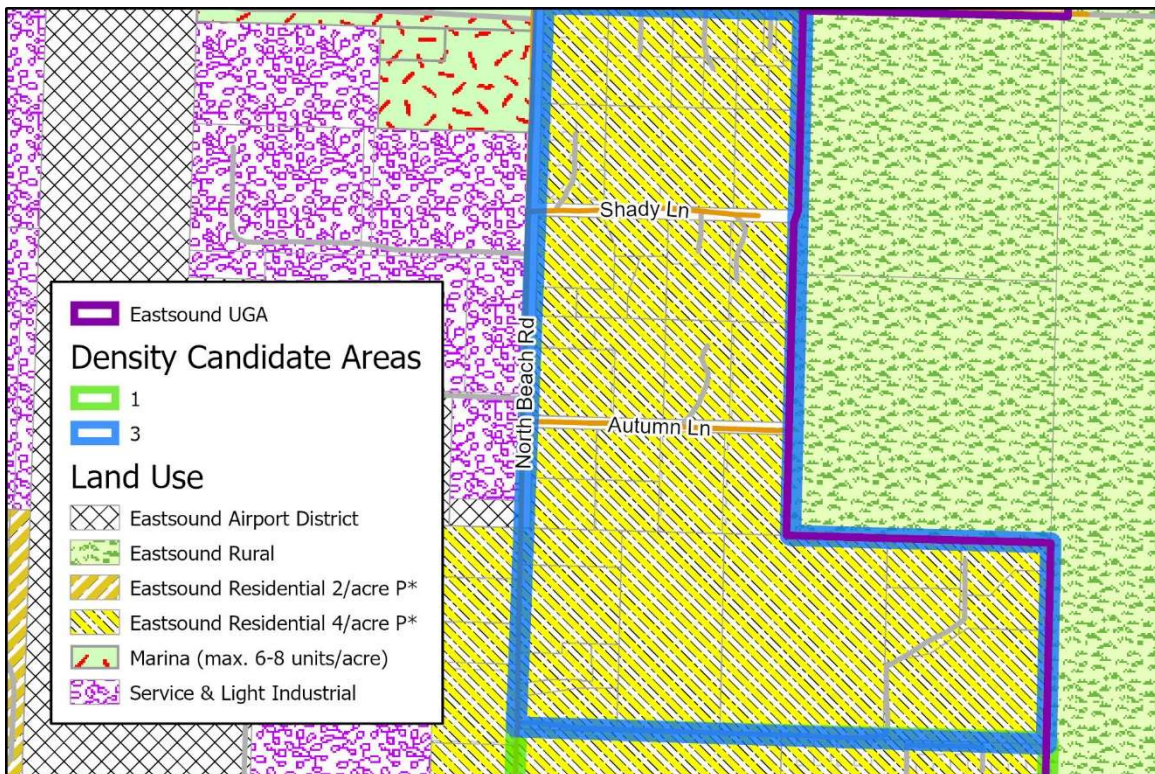
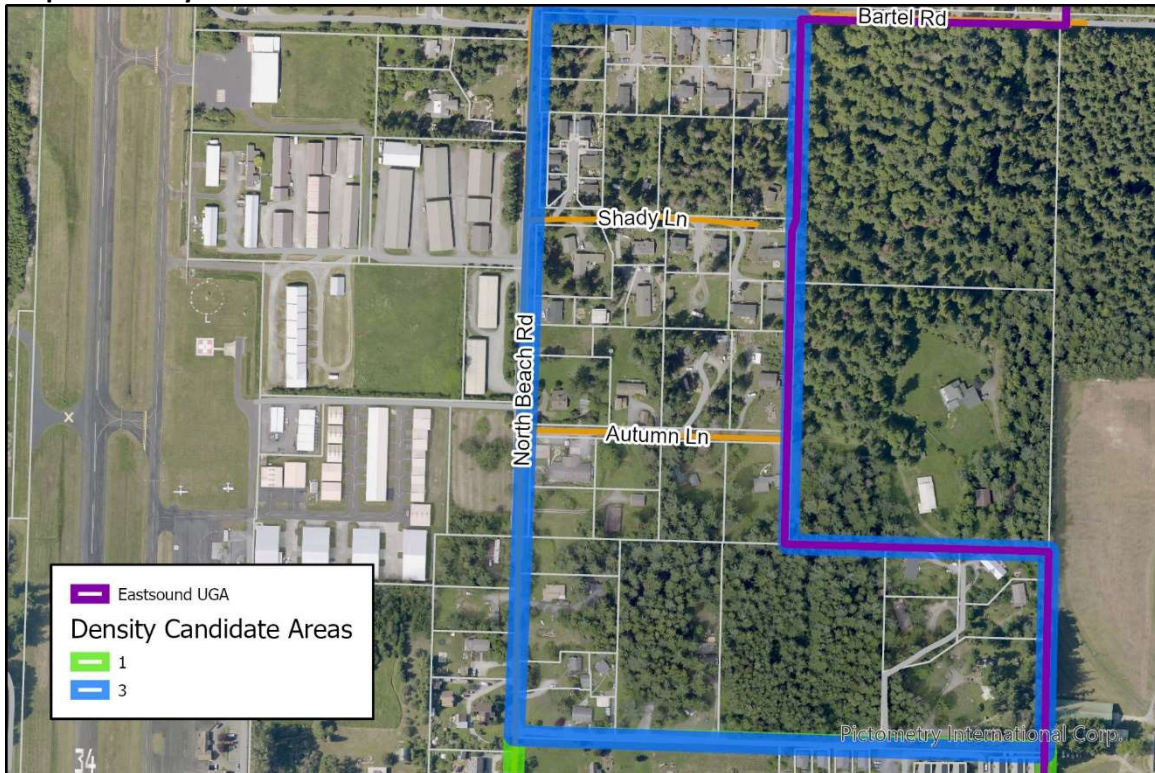
#### Benefits of increased density in candidate area 2:

- The area is largely undeveloped;
- It is already within the UGA boundary but designated for one dwelling unit per acre, a density below typical urban development; and
- The area can access Enchanted Forest Road.

#### Drawbacks of increased density in candidate area 2:

- Increased traffic on Enchanted Forest Road and at the intersection of Enchanted Forest and Lover's Lane.

**Map 4. Density Increase Candidate Area 3.**



Source: SJC GIS.

Density increase candidate area 3 is a thirty-two-acre area east of North Beach Road, west of the UGA boundary, and south of Bartel Road. The area is designated Eastsound Residential with a density of four units per acre (ER4P). There are about forty-five existing dwellings in this area. According to the LCA, there are about twenty-five developable acres in this area. There is existing gross development capacity in this area for eighty-four new dwellings [(25.34 developable acres X 4 units/acre) – 18 existing homes on developable lots].

The LCA considers that some developable land will be unavailable for development during the planning period due to several factors. Gross capacity is reduced by these limiting factors to arrive at net capacity [gross capacity – (25% market factor + 35% seasonal home factor + 5% public use factor)]. Under the existing density, this area has net capacity for 29 new dwelling units [84 - (21+29.4+4.2)]. Increasing the density to allow up to 12 units per acre would increase net capacity to 100 units [286 – (71.5+100.1+14.3)]. This is 71 more units than what is allowed under the current density.

#### Surrounding Land Uses and Designations

- North: Residential, ER4P;
- South: Residential, ER4P;
- West: Light Industrial and Airport, SLI and Eastsound Airport District (EAD); and
- East: Residential, Eastsound Rural, one unit per five acres.

#### Benefits of increased density in candidate area 3:

- The area has several large, undeveloped parcels that could develop with higher density;
- The area is directly south of an existing neighborhood, already developed at nearly four dwellings per acre; and
- Most developable parcels in the area have access to existing County roads.

#### Drawbacks of increase density in candidate area 3:

- New traffic will impact the intersection of Mt. Baker and North Beach Roads, and
- Neighboring property owners might oppose higher density near their homes.

### Staff Recommendation

Staff recommends increasing density in candidate areas 1 and 2. These two increases will provide more capacity for residential development to accommodate the forecasted growth. Increasing density in candidate area 2 to four units per acre would allow an urban level of development in this area that is already in the UGA. One property owner in candidate area 1 has requested a density increase, suggesting there is existing interest in developing denser housing in this area. Furthermore, increasing the density in these two areas will help ensure that there is enough capacity in the UGA to accommodate fifty percent of the forecasted on-island growth.

Under the existing densities throughout the Eastsound UGA, there is capacity for between 245 dwelling units (501 residents) and 471 dwelling units (960 residents) depending on how mixed-use areas develop. If mixed-use develops at 100% commercial (245 dwellings, capacity for 501 residents), the UGA would not have enough capacity to accommodate fifty percent of the projected growth of the Orcas population (514 new

residents). Increasing the density in these two areas as proposed would increase net housing capacity in the Eastsound UGA by 45 potential units or 92 more residents at 2.04 people per household. Table 2 shows the change in capacity under the staff recommendation. Increasing net capacity by 45 dwelling units would prevent a shortfall of capacity, even if mixed-use areas develop entirely with commercial development. Neither area would be designated for mixed-use so this increase would remain constant in every mixed-use development scenario.

**Table 2. Eastsound UGA Change in Total Net Capacity Under Staff Recommendation by Mixed-Use Development Scenario.**

Mixed-Use Development Scenario	Existing Net Dwelling Unit Capacity	Proposed Net Dwelling Unit Capacity	Proposed Net Population Capacity	Forecasted Population Growth*	Proposed Population Capacity Excess or Shortfall*
<b>Scenario A:</b> Mixed-Use Develops at 100% Commercial	245	290	591	514	77
<b>Scenario B:</b> Mixed-Use Develops at 50% Commercial and 50% Residential	300	345	704	514	190
<b>Scenario C:</b> Mixed-Use Develops at 100% Residential	471	516	1,053	514	539

Source: Land Capacity Analysis Report dated November 4, 2019.

\*By County policy, the Eastsound UGA must be sized to accommodate fifty percent of the forecasted on-island growth. This means the Eastsound UGA must provide capacity for 514 new residents through the year 2036.

Total Net Capacity Under Proposed Increases

- Candidate area 1: 52 dwelling units or 106 residents at 2.04 people per household
- Candidate area 2: 11 dwelling units or 22 residents at 2.04 people per household

Net Change in Capacity Under Proposed Density Increase

- Candidate area 1: 36 more dwelling units over existing capacity
- Candidate area 2: 9 more dwelling units over existing capacity

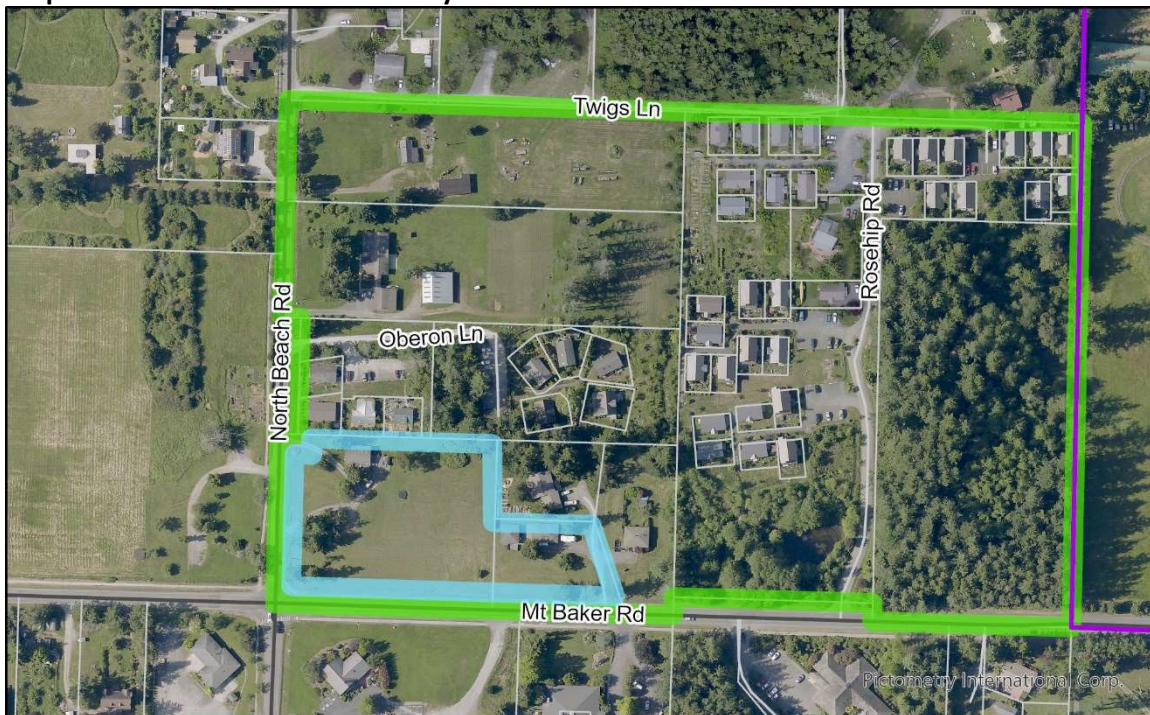
**EPRC Recommendation**

- 1) **Candidate Area 2** - We support this recommendation. The parcels on Enchanted Forrest Road across from Bonnie Brae are perfect for the modest increase from 1 to 4 units per acre. Increasing density

on any land that can access Mount Baker and Enchanted Forrest makes much more sense than creating more density which has to travel on the congested cul-de-sac of the North Beach Road neighborhood.

- 2) **Candidate Area 1** We support the conversion of the two parcels 271144008000 and 271144017000 on the corner of the Mount Baker North Beach intersection whose owners requested be changed to VRI-12 [Village Residential/Institutional, outlined in blue below]. Going beyond that does not seem to be warranted to meet the density goal. We asked OPAL director Lisa Byers if OPAL would consider adding housing to the Wildrose Meadow or Oberon housing areas if they were upzoned, and she said no. So, there is no benefit to adding capacity there. If adding the density of the Candidate Area 2 parcels and the two parcels on the NE corner of North Beach / Mt. Baker Rd. intersection is not enough to meet and exceed the LCA requirements by a comfortable margin as we believe it does, then we would consider recommending extending VRI-12 to the 5 acre Mount Baker Road parcel (Klein) across from the medical center, but that does not seem necessary at this time.

**Map 5. EPRC Recommended Density Increase Area 1.**



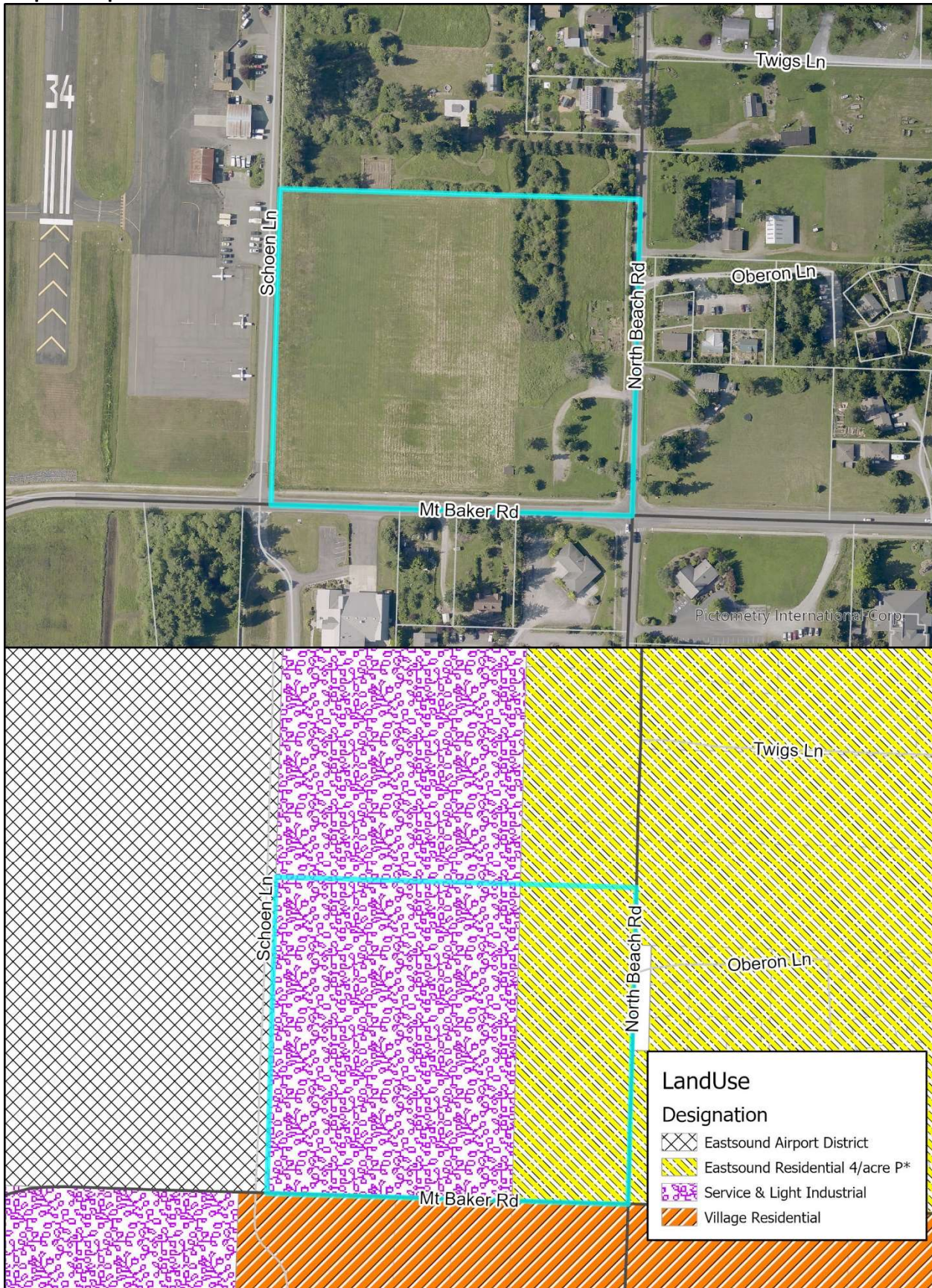
Source: SJC GIS.

- 3) **Candidate Area 3** – We don't support increasing density in this area and think it would be a significant mistake to relegate any of our existing traditional suburban street communities to 12 per acre development. This is what is happening in residential areas in lots of suburban neighborhoods where suddenly an 8-plex gets sandwiched in between two houses on a residential street. The value of existing built improvements drops as the land value increases and those owners increasingly over time can only sell to someone who will tear down the house to put up a complex. This is unnecessary, and creates a poorly-planned street appearance of house-complex-house-complex for decades. In addition, the calculated net gain of residential units is not sufficient to justify the rezoning. We want to increase density where dense multi-unit developments create their own new complex or neighborhood such as April's Grove and not cannibalize the older neighborhoods. VRI-12 for the Christmas parcels is perfect for this. Luckily, there are several parcels that would fulfill this goal if needed. (Attachment A)

### **Issue 3: Requests for land use review submitted by individual property owners.**

Several property owners around the Eastsound UGA have submitted request for land use review during the *Plan* update. Maps 6 through 10 and Tables 3 through 8 show the requests received, summarizes the proposed changes, and provides the EPRC recommendation.

Map 6. Request 16-0003.



**Table 3. Request 16-0003 Summary.**

Request Number	Island	TPN	Address	Applicant Name
16-0003	Orcas	271143016000	Mt. Baker Road	Port of Orcas Island

**Summary of Request**

Remove the split designation on this 8.5 acre-parcel and designate it exclusively Service and Light Industrial (SLI). The property is designated both SLI and Eastsound Residential 4 units per acre (ER4P) designations. Approximately 2.7 acres are designated ER4P. This would expand SLI commercial capacity by 2.7 developable acres and reduce ER4P residential capacity by 2.7 acres. At 4 units per acre, this would be a loss of about 10 dwelling units worth of residential capacity.

Surrounding land use and designation

East: Residential use, ER4P designation

West: Transportation (Orcas Island Airport), Eastsound Airport District designation

North: Residential uses, SLI designation

South: Residential and institutional uses (fire station), Eastsound Village Residential designations.

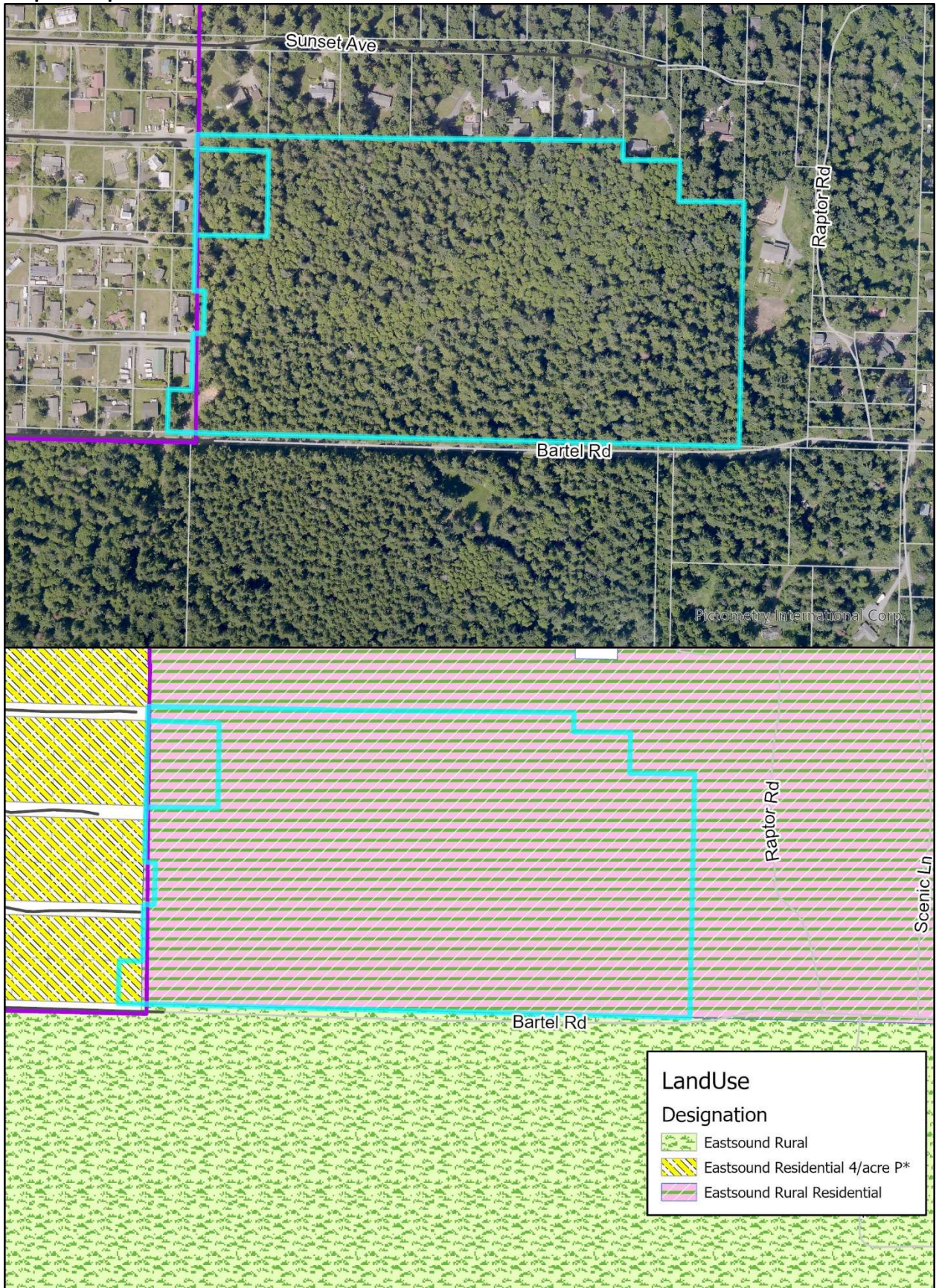
**Link to Request:** <https://www.sanjuanco.com/DocumentCenter/View/14775>

**EPRC Recommendation:** Iterations of the EPRC for years have sought to keep the residential parcels on west side of North Beach Road as intact as possible with a buffer of SLI between the Eastsound Residential land uses and the airport (which is written in the Eastsound Subarea Plan Goals). The Port’s decision to use FAA funds to buy the split-zoned parcel with its ER zone on North Beach Road has put San Juan County and Eastsound in a difficult position as the FAA will not permit the Port to develop non-airport residential uses on land they paid for. We understand that they would like more SLI space, but not at the expense of the residential areas which line the entrance to the North Beach neighborhood. EPRC would greatly prefer to:

- a. Leave it as a split zoned parcel. The Port may simply choose not to develop that portion of the lot or build airport use housing on it.
- b. If the split zone must be resolved, then create two distinct parcels from the one, keeping the land uses the same. Again, the Port could develop that lot or not, or could sell it and reimburse the FAA. The County has the authority to require either of these first two scenarios with the use of the land at the Port’s discretion.

If the County disagrees and makes this one whole SLI parcel abutting North Beach, we must get the 60-foot set back which the Port of Orcas agreed to and which is shown on the Airport Master Plan, written as a deed restriction - a permanent setback from the property line (not the center of the ROW) that runs with the land. We also need to get the vegetative screening requirement documented. The Port of Orcas manager, Tony Simpson, and the Commissioners all agreed to this, and it is depicted in the Airport Master Plan, but a new manager and several new commissioners reduces the certainty of this promise. Please do not grant the SLI change to this parcel without completing this vital step.

Map 7. Request 18-0008.



**Table 4. Request 18-0008 Summary.**

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Request Number	Island	TPN	Address	Applicant Name
18-0008	Orcas	271223009000 271223011000	N/A	Fred Klein

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**Summary of Request**

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Add two parcels to the Eastsound urban growth area (UGA). The two parcels are undeveloped land totaling around 29 acres designated Eastsound Rural Residential on the northeast side of the UGA. The request is to re-designate them ERR 4P. This would increase the allowed density on these two parcels from one unit/five acres to four units/acre. This would increase the allowed dwelling units from around six to nearly 119 units. The property has access from Bartel Road, a private road.

Surrounding land use and designation

East: Rural Residential use, Eastsound Rural Residential designation

West: UGA Boundary, Residential uses, ER4P designation

North: Rural Residential use, SLI designation

South: Rural Residential use, Eastsound Rural designation.

**Link to request:** <https://www.sanjuanco.com/DocumentCenter/View/14771>

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**EPRC Recommendation:** Without a new road, adding that many new residents to the already busy traffic on North Beach Road would add to a growing problem. We recommend either opening up Bartel as a public road through to Terrill Beach or building a new way to exit these neighborhoods first to relieve traffic from this relatively dense area served by only one road. When the road is in, adding density to this area will be appropriate.

Map 8. Request 18-0010.



**Table 5. Request 18-0010 Summary.**

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<b>Request Number</b>	<b>Island</b>	<b>TPN</b>	<b>Address</b>	<b>Applicant Name</b>
18-0010	Orcas	271143012000	1286 Mt Baker Rd	Myrna and Richard Fant

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**Summary of Request**

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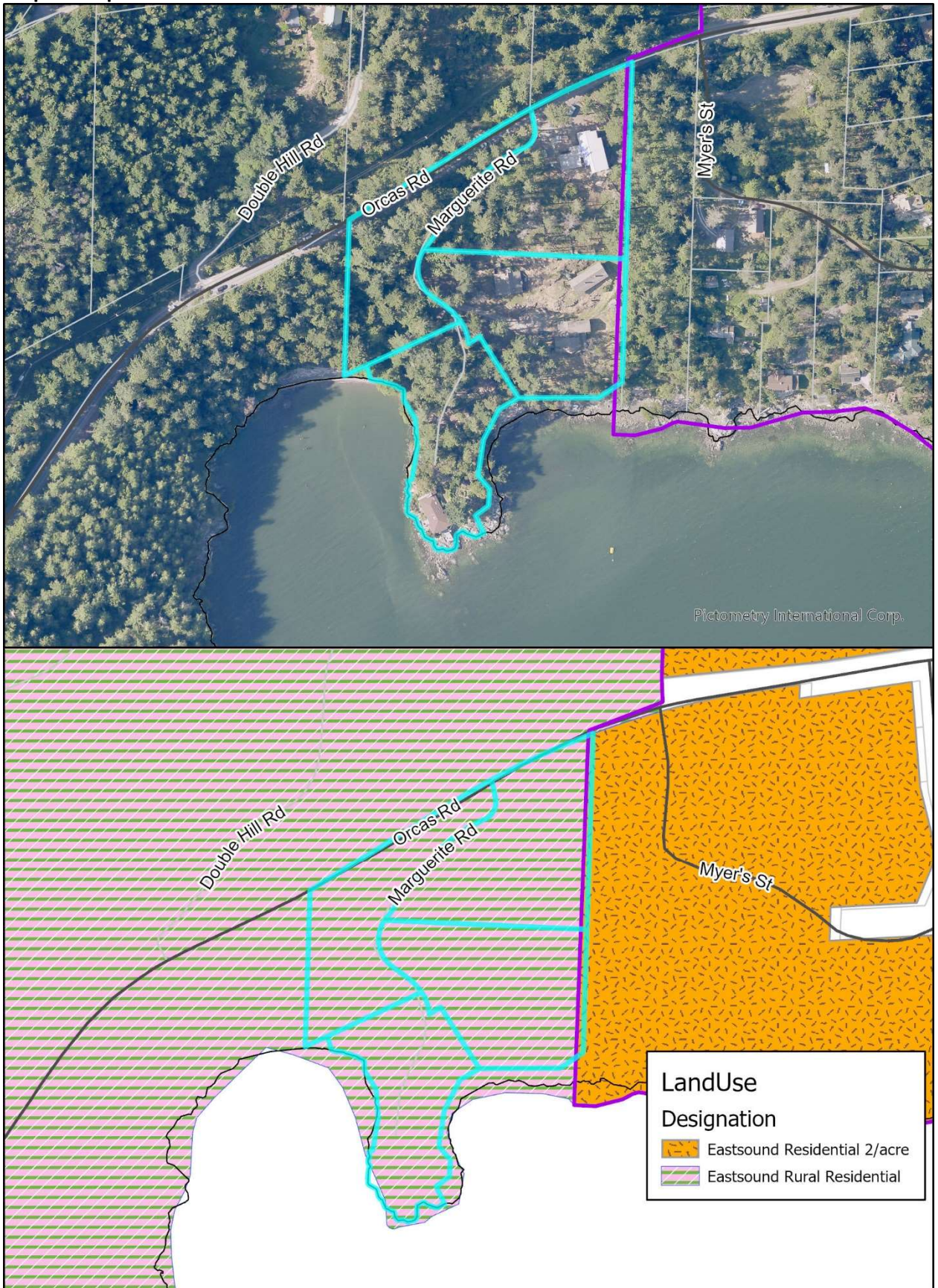
Allow residential uses and ‘eating establishments’ (restaurants) in service light industrial (SLI) and/or airport overlay. Eating establishments are not currently allowed in SLI. Owner would like to develop two dwelling units and a restaurant on the parcel.

**Link to Request:** <https://www.sanjuanco.com/DocumentCenter/View/14769>

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**EPRC Recommendation:** Eastsound is limited in land for service and light industrial uses. Also, this is in Zone 5 of the Airport Accident Safety Zone. As stated in San Juan County Code in regulations related to the Sideline Safety Zone/Airport Development Zone (Zone 5) “5. Except as necessary and incidental to airport operations, the following uses that require or promote the concentration of people or have substantial occupancy by dependent populations (such as children, sick, or the elderly) are prohibited: schools, libraries, hospitals, nursing homes, day care centers, multifamily housing, playfields, public meeting rooms, public assembly uses, churches and religious assembly uses, restaurants, motels and hotels.” Restaurants are places of public assembly. We don’t recommend supporting this request.

Map 9. Request 18-0014.



**Table 7. Request 18-0014 Summary.**

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<b>Request Number</b>	<b>Island</b>	<b>TPN</b>	<b>Address</b>	<b>Applicant Name</b>
18-0014	Orcas	271433011000	Fishing Bay Short Plat Marguerite Road	Foster and Chantelle Hildreth
		271433012000		
		271433013000		
		271433010000		

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**Summary of Request**

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Add four parcels in the Fishing Bay Short Plat to the Eastsound UGA for the purpose of connecting to sewer. Each parcel is between 1.3 and 1.8 acres. These parcels are developed at a density of around one acre per unit and are near the southwest corner of the UGA.

Surrounding land use and designation

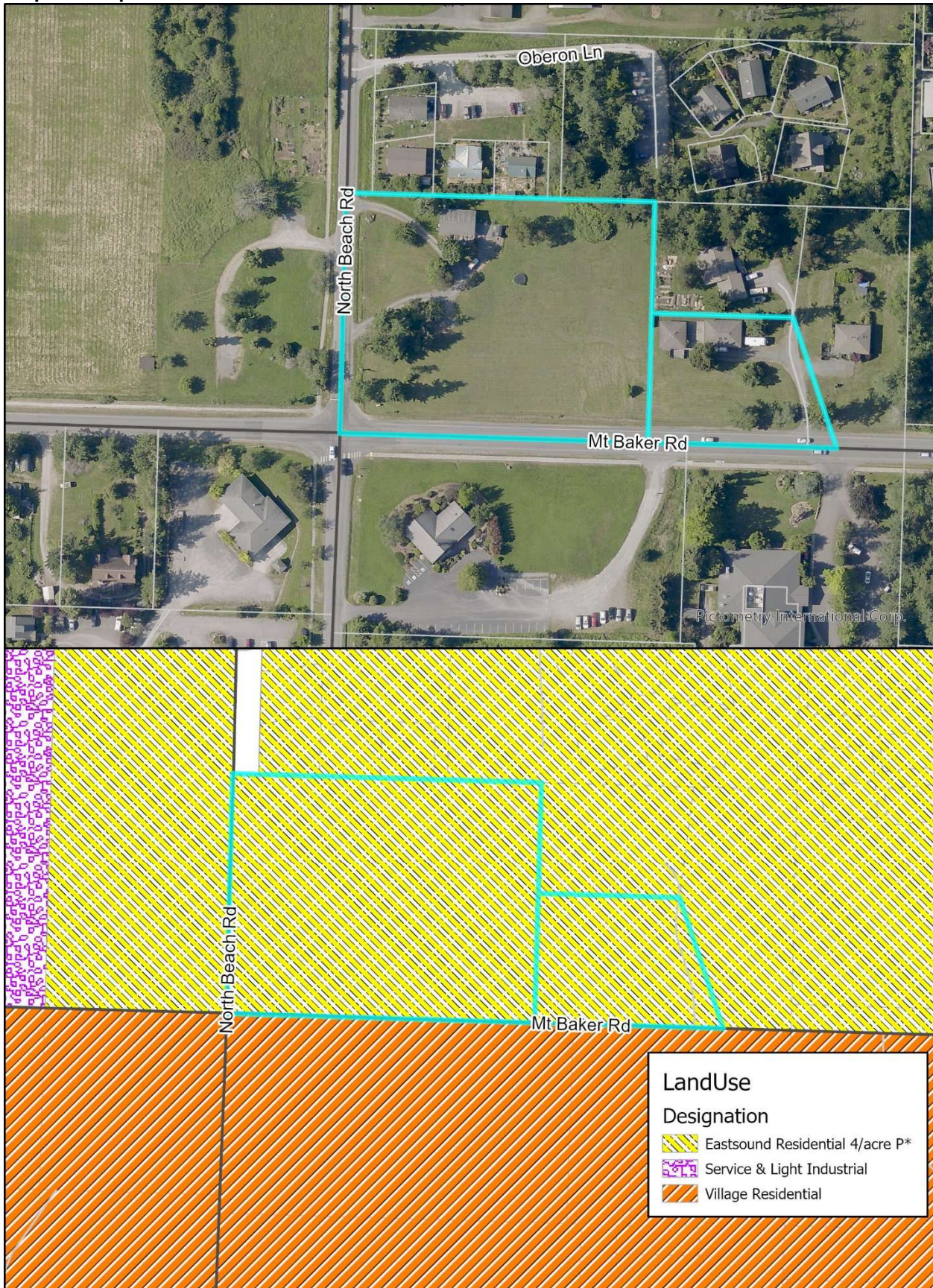
East: boundary of the UGA, residential uses, Eastsound Residential designation  
West: Residential use, Eastsound Rural Residential designation  
North: Residential use, Eastsound Rural Residential designation  
South: Fishing Bay

**Link to Request:** <https://www.sanjuanco.com/DocumentCenter/View/14766>

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**EPRC Recommendation:** Adding these parcels does not add functionality to the UGA, and they are unlikely to be built out to add much additional density. We don't recommend supporting this request.

Map 10. Request 18-0018.



**Table 8. Request 18-0018 Summary.**

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<b>Request Number</b>	<b>Island</b>	<b>TPN</b>	<b>Address</b>	<b>Applicant Name</b>
18-0018	Orcas	271144008000 271144017000	1026 North Beach Rd. 25 Center Ct	Rick Christmas

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**Summary of Request**

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Re-designate two developable parcels inside the UGA from ER4P to Village Residential/institutional (VR). This increases the maximum density from four units per acre to twelve units per acre.

Surrounding land use and designation

East: Residential use, ER4P designation  
West: Transportation use (Orcas Island Airport), SLI designation  
North: Residential use, ER4P designation  
South: Residential use, Village Residential designations.

**Link to Request:** <https://www.sanjuanco.com/DocumentCenter/View/15331/>

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**EPRC Recommendation:** This adds needed density and matches the VRI designations across the street. We are, however, concerned about possibly even more vehicular traffic going onto the already very congested flow of vehicle, foot and bicycle traffic from North Beach to town and back. We understand a traffic study was done in September. Were entrances and exits for these parcels addressed? If not, we ask for further traffic study to consider entrances/exits on Mount Baker to keep from impacting the significant pedestrian and bicycle traffic going primarily up and down North Beach Road, enabling an easy walk or bike connection to town from the North Beach residential neighborhoods. The pedestrian traffic on either side of Mount Baker is significantly less. Also, if a roundabout has been considered at the Mount Baker-North Beach intersection, please establish what additional setbacks would be necessary and plan for obtaining deeded setbacks and screening on both the Port of Orcas parcel 271143016000 and the Christmas parcel 271144008000 as a contingency for granting these land use changes.

## Issue 4: Land Use Regulations Within the Orcas Island Airport Overlay (OIAO).

### AIRPORT COMPATIBILITY

The Growth Management Act (GMA) requires the County to discourage the siting of incompatible uses adjacent to airports. This requirement is established in RCW 36.70.547 General aviation airports – Siting of incompatible uses. The Washington State Department of Transportation (WSDOT) has published the *Airports and Compatible Land Use Guidebook (Guidebook)* to assist local jurisdictions to plan for compatible uses around airports. The *Guidebook* describes the importance of compatibility as follows.

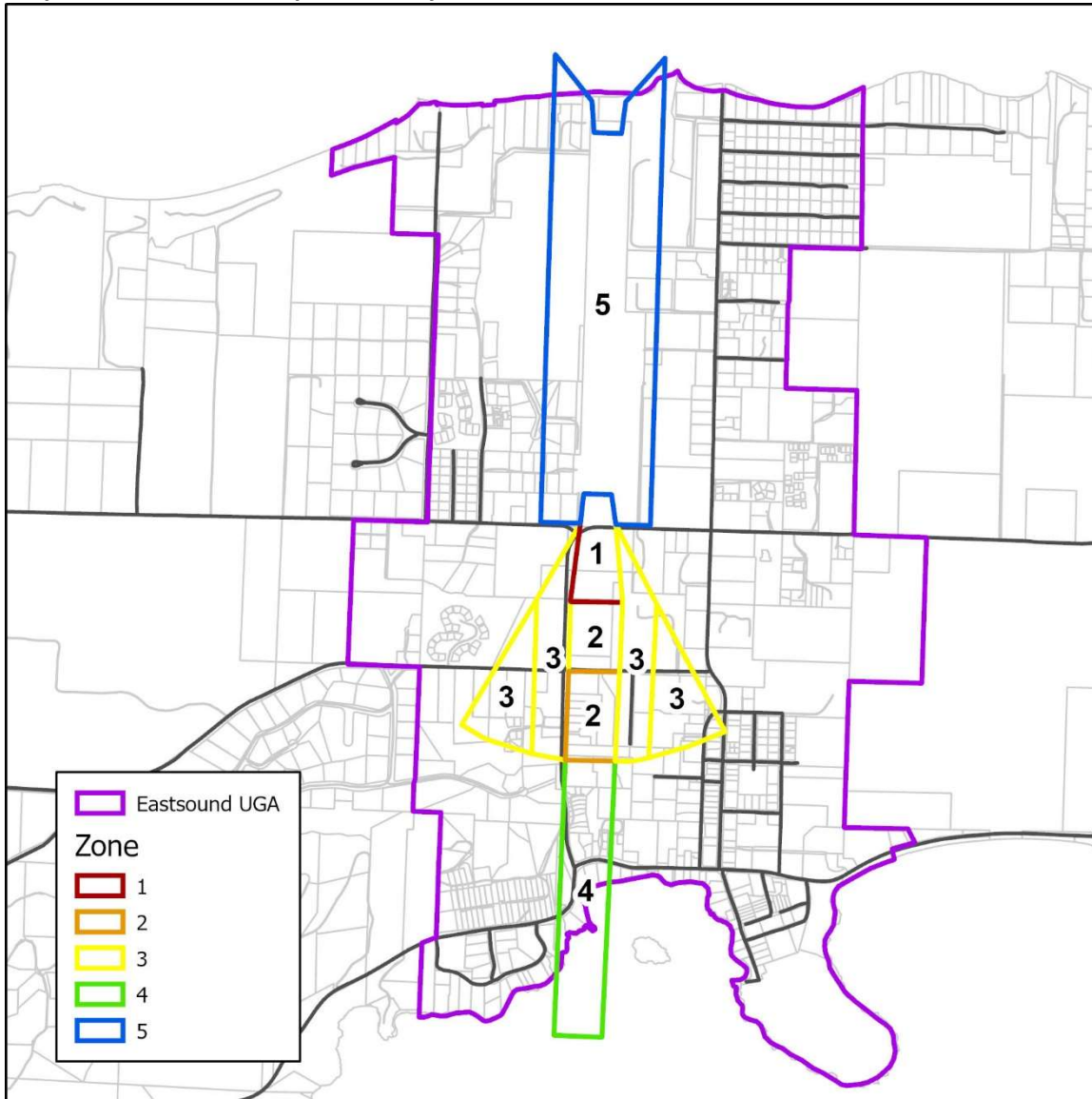
Most people are familiar with the negatives associated with being located near an airport, particularly such things as noise, vibration, odors, and accident risks. Fewer people understand the effect that adjacent land uses can have on airport activities. Development around an airport can have direct adverse consequences to airport safety, efficiency, operation, and economic viability. Tall buildings, towers, power lines, and even tall trees can be hazardous obstructions for landing and departing aircraft. In addition, development near an airport may reduce property available for aviation operations and safety areas. Indirectly, incompatible development can lead to demands for limitations on the airport activity. Ultimately, incompatible development around public use airports may result in loss of the facility.

The OIAO, in addition to establishing safety regulations, establishes regulations to prevent the incursion of incompatible uses near the Orcas Island Airport.

### OIAO ZONES

The overlay regulates residential densities and nonresidential development intensities in five zones. The five zones are established to manage the different types of hazards related to how aircraft take off and land at the airport. For example, Zone 1 is directly south of the runway and is the most restrictive to prevent land uses that might interfere with planes as they take off and land. Map 11 shows the OIAO and the five zones.

**Map 11. Orcas Island Airport Overlay.**



Source: SJC GIS.

The OIAO was established in 2002 by Ordinance 05-2002. It was amended by Ordinance 02-2003. The regulations have not been amended since 2003. San Juan County Code (SJCC) 18.35.150, 18.40.030, 18.40.031, and 18.40.032 establish the development regulations for the OIAO.

## **REGULATIONS BY OIAO ZONE**

Some of the key regulations for each OIAO zone are:

### **Zone 1, the area directly south of the runway**

- Residential development is prohibited;
- Public assembly uses prohibited;
- No expansion of existing structures; and
- Storage of flammable or hazardous materials is prohibited.

## **Zone 2, Main departure/approach path, south of zone 1**

- Maximum density: one dwelling unit per acre;
- Schools, libraries, hospitals, nursing homes, day care centers, multifamily housing, public meeting rooms, religious assembly uses, restaurants, and hotels are all prohibited;
- Existing nonconforming buildings cannot be expanded;
- Bulk storage of flammable or hazardous materials prohibited and residential propane tanks must be placed underground;
- Minimum 40 percent of the lot must be open space;
- Nonresidential uses must not exceed an average of 10 people per acre with a maximum floor area ratio (FAR) of:
  - Retail, service and office uses: 0.15 FAR;
  - Manufacturing and industrial uses: 0.35 FAR;
  - Warehouse and storage uses: 1.00 FAR; and
  - Other nonresidential uses: 0.15 FAR.

## **Zone 3, Inner turning zone**

- Maximum residential density is different for the inner and outer portions of zone 3.
  - In the inner zone, the lesser of either four dwellings per acre or the assigned density; and
  - In the outer zone, the lesser of either eight dwellings per acre or the assigned density;
- Schools, libraries, hospitals, nursing homes, day care centers, multifamily housing, public meeting rooms, religious assembly uses, restaurants, and hotels are all prohibited;
- Existing nonconforming buildings cannot be expanded;
- Bulk storage of flammable or hazardous materials prohibited and residential propane tanks must be placed underground;
- Must maintain a minimum of 30 percent open space;
- In the inner zone, nonresidential uses must not exceed an average of 15 people per acre with a maximum FAR of:
  - Retail, service and office uses: 0.25 FAR;
  - Manufacturing and industrial uses: 0.50 FAR;
  - Warehouse and storage uses: 2.00 FAR; and
  - Other nonresidential uses: 0.25 FAR.
- In the outer zone, nonresidential uses must not exceed an average of 30 people per acre with a maximum FAR of:
  - Retail, service and office uses: 0.50 FAR;
  - Manufacturing and industrial uses: 1.00 FAR;
  - Warehouse and storage uses: 2.00 FAR; and
  - Other nonresidential uses: 0.50 FAR

## **Zone 4, Outer safety zone**

- Maximum residential density is the lesser of either four dwellings per acre or the assigned density;
- For nonresidential use, the intensity of design occupancy and intensity of development, and prohibited uses involving public assembly or occupancy by dependent populations, shall be as established in the inner part of the inner turning zone (zone 3);
- Existing nonconforming buildings cannot be expanded;
- Bulk storage of flammable or hazardous materials prohibited and residential propane tanks must be placed underground;
- Minimum 40 percent of the lot must remain open space.

## **Zone 5, Sideline safety zone, area adjacent to the runway**

- New residential development is prohibited except for ‘hangar houses’ in the Grasyvania and Aeroview subdivisions;
- Aviation-related, industrial, utility, storage and nonretail commercial uses are preferred;
- Unless accessory to airport operations, schools, libraries, hospitals, nursing homes, day care centers, multifamily housing, public meeting rooms, religious assembly uses, restaurants, and hotels are all prohibited;
- Nonresidential uses must not exceed and average of 10 people per acre with a maximum FAR of:
  - Retail, service and office uses: 0.15 FAR;
  - Manufacturing and industrial uses: 0.35 FAR;
  - Warehouse and storage uses: 1.00 FAR; and
  - Other nonresidential uses: 0.15 FAR.

## **GUIDELINES FROM THE *GUIDEBOOK***

The WSDOT *Guidebook* recommends the following compatibility criteria for each Airport Zone within an urban growth area (UGA) (Attachment B).

### Zone 1:

- Recommended residential density 0 dwelling units per acre, and
- Nonresidential uses should average between 1 to 5 people per acre.

### Zone 2:

- Recommended residential density 0 dwelling units per acre, and
- Nonresidential development should average between 50 to 75 people per acre.

### Zone 3:

- Allow infill residential development up to an average of the surrounding area;
- Nonresidential uses should be preferred; and
- Nonresidential development should average between 80 to 120 people per acre.

### Zone 4:

- High density (more than fifteen dwellings per acre) and mixed-use are okay, and
- Nonresidential development should average between 100 to 150 people per acre.

### Zone 5:

- Allow infill residential development up to an average of the surrounding area;
- Nonresidential uses should be preferred; and
- Nonresidential development should average between 100 to 150 people per acre.

## STAFF RECOMMENDATION

The OIAO regulations are more restrictive than the suggested regulations in the WSDOT *Guidebook*. In most of the OIAO zones, the underlying land use designation regulates residential densities as much as WSDOT recommends. Some changes to the nonresidential regulations will simplify the OIAO code while keeping it consistent with the WSDOT guidance. For this reason, staff recommends the following for each OIAO zone.

### Zone 1:

- Do not amend the regulations for Zone 1.
  - Residential development is prohibited;
  - Public assembly uses prohibited;
  - No expansion of existing structures; and
  - Storage of flammable or hazardous materials is prohibited.

### Zone 2 (North):

- Do not change residential density, keep maximum of one dwelling per acre, and
- Allow up to 75 people per acre for nonresidential uses, consistent with the *Guidebook* recommendation.

### Zone 2 (South):

- Change residential density to default to the underlying land use designation, and
- Do not change regulations for nonresidential uses.

### Zone 3:

- Change residential density to default to the underlying land use designation in both the inner and outer portions of zone three;
- Remove 30% open space requirement; and
- Remove the limitations on nonresidential development intensity.

### Zone 4:

- Change residential density to default to the underlying land use designation;
- Remove special regulations for nonconforming uses;
- Remove requirement for 40% open space; and
- Remove suggestion that development be placed farthest from runway centerline.

### Zone 5:

- Change residential density to default to the underlying land use designation;
- Remove special regulations for nonconforming uses; and
- Remove suggestion that development be placed farthest from runway centerline.

## EPRC Recommendation

The EPRC met on January 7, 2021 to consider the staff recommendation. At that meeting, they agreed with the staff recommendation for changes to SJCC 18.40.032 Specific standards for the Orcas Island Airport overlay district (Attachment A).

**STAFF RECOMMENDED AMENDMENTS TO SJCC 18.40.032:** The staff recommended amendments to SJCC 18.40.032 are shown in ~~strikeout~~/underline format below (~~removal~~, addition).

**18.40.032 Specific standards for Orcas Island Airport overlay district.**

The lands that are included within aircraft accident safety zones 1 through 5 are shown on the official maps of the Orcas Island Airport overlay district.

A. Runway Protection Zone (Zone 1). Zone 1 is the area that begins 200 feet from the threshold line on the runway pavement which marks the end of the declared usable runway surface, and extends out 1,000 feet to its widest point, where it measures 450 feet across, 225 feet on either side of the extended runway centerline.

1. New residential development and new structures are prohibited.
2. Public assembly uses and uses that promote the concentration of people are prohibited.
3. No increase to height or scale of existing uses or structures shall be permitted.
4. The bulk storage of flammable or hazardous materials is prohibited.

B. Inner Safety Zone (Zone 2), North Portion. Zone 2 is the area that begins at the end of the runway protection zone (zone 1) and extends out 1,500 feet. It measures 450 feet across, 225 feet on either side of the extended runway centerline. The north portion of zone 2 is that portion of zone 2 north of Enchanted Forest Road.

1. Maximum allowable residential density is one dwelling unit per acre.
2. The following uses that require or promote the concentration of people or have substantial occupancy by dependent populations (such as children, sick, or the elderly) are prohibited: schools, libraries, hospitals, nursing homes, day care centers, multifamily housing, playfields, public meeting rooms, public assembly uses, churches and religious assembly uses, restaurants, motels and hotels.
3. No increase to the height or scale of nonconforming uses or structures shall be permitted. Nonconforming uses may not be expanded beyond currently permitted size and uses.
4. The bulk storage of flammable (except for residential propane or heating oil tanks) or hazardous materials is prohibited. Residential propane tanks shall be located underground.
5. A minimum of 40 percent of the site shall remain in open space to maximize the opportunity for pilots in an emergency to avoid structures intended for human occupancy. To the extent possible subject to the development and design standards for the land use district in which the project is located, this open space shall include those portions of the site closest to the extended runway centerline, and shall be contiguous with similar open spaces on adjacent properties. No more than 25 percent of this required open space (10 percent of the site area) may be on that portion of the site between the Lovers Lane right-of-way and structures fronting on Lovers Lane.
6. To the extent possible subject to development and design standards for the land use district in which the project is located, structures for human occupancy shall be located on those portions of the site farthest from the extended runway centerline.

7. For nonresidential uses, the maximum design occupancy for normal use of the site and structures shall not exceed an annual average of ~~10~~ 75 people per acre during all hours, or ~~30~~ people per acre during hours of operation. The maximum floor area ratio (FAR) for development below is assumed to meet these design objectives. In calculating FAR, the floor area of a permitted accessory residential unit shall not be included:

~~a. Retail, service and office uses: 0.15;~~

~~b. Manufacturing and industrial uses: 0.35;~~

~~c. Warehouse and storage uses: 1.00;~~

~~d. Other nonresidential uses: 0.15.~~

C. Inner Safety Zone (Zone 2), South Portion. The south portion of zone 2 is that portion of zone 2 south of Enchanted Forest Road.

1. Maximum permitted residential density is ~~the lesser of one dwelling unit per acre or~~ the density permitted by the land use district in which the property is located.

2. For nonresidential uses, the intensity of design occupancy and intensity of development, and prohibited uses involving public assembly or occupancy by dependent populations, shall be as established in the inner turning zone (zone 3).

3. No increase to the height or scale of nonconforming uses or structures shall be permitted. Nonconforming uses may not be expanded beyond currently permitted size and uses.

4. The bulk storage of flammable (except for residential propane or heating oil tanks) or hazardous materials is prohibited. Propane tanks shall be located underground.

5. A minimum of 40 percent of the site shall remain in open space to maximize the opportunity for pilots in an emergency to avoid structures intended for human occupancy. To the extent possible subject to the development and design standards for the land use district in which the project is located, this open space shall include those portions of the site closest to the extended runway centerline, and shall be contiguous with similar open spaces on adjacent properties. No more than 25 percent of this required open space (10 percent of the site area) may be on that portion of the site between the Lovers Lane right-of-way and structures fronting on Lovers Lane.

D. Inner Turning Zone (Zone 3). Zone 3 is the area that begins 200 feet from the threshold line on the runway pavement which marks the end of the declared usable runway surface, and for the standard area that extends out at 30 degrees from both sides of the extended runway centerline to 2,500 feet. It connects to the centerline of the inner safety zone (zone 2) with sweeping arcs, 2,500 feet from the threshold line on the runway pavement. The inner portion of zone 3 is that portion of zone 3 closer to the extended centerline of the runway than a line parallel to and 300 feet outside of the outer boundary of zone 2. The outer portion of zone 3 is all other parts of zone 3.

1. Notwithstanding this section, the requirements of zone 5 shall apply to the small wedges of land on the north shore that are in zone 3.

~~2. Maximum allowable residential density in the inner and outer portions of zone 3 is the lesser of four dwelling units per acre or the maximum density permitted in the land use district in which the property is located. Maximum allowable residential density in the outer portion of zone 3 is the lesser of eight dwelling units per acre or the maximum density permitted in the land use district in which the property is located. Within zone 3 only, within the area designated for the village commercial district in the official maps for the Eastsound Subarea Plan as amended October 3, 2000, the maximum allowable residential density is 12 dwelling units per acre.~~

3. The following uses that require or promote the concentration of people or have substantial occupancy by dependent populations (such as children, sick, or the elderly) are prohibited: schools, libraries, hospitals, nursing homes, day care centers, playfields, public meeting rooms with a capacity for more than 25 people, public assembly uses, churches and religious assembly uses, restaurants, motels and hotels.

4. No increase to the height or scale of nonconforming uses or structures shall be permitted. Nonconforming uses may not be expanded beyond currently permitted size and uses.

5. The bulk storage of flammable (except for residential propane or heating oil tanks) or hazardous materials is prohibited. Propane tanks shall be located underground.

~~6. A minimum of 30 percent open space is required.~~

~~7. For that portion of zone 3 on the east side of Lovers Lane, to the extent possible subject to development and design standards for the land use district in which the project is located, structures for human occupancy shall be located on those portions of the site farthest from the extended runway centerline.~~

~~8. In the inner portion of zone 3, the maximum design occupancy for normal use of the site and structures for nonresidential uses shall not exceed an annual average of 15 people per acre during all hours, or 50 people per acre during hours of operation. The maximum floor area ratio (FAR) for development below is assumed to meet these design objectives. In calculating FAR, the floor area of a permitted accessory residential unit shall not be included:~~

~~a. Retail, service and office uses: 0.25;~~

~~b. Manufacturing and industrial uses: 0.50;~~

~~c. Warehouse and storage uses: 2.00;~~

~~d. Other nonresidential uses: 0.25.~~

~~9. In the outer portion of zone 3, the maximum design occupancy for normal use of the site and structures for nonresidential uses shall not exceed an annual average of 30 people per acre during all hours, or 100 people per acre during hours of operation. The maximum floor area ratio (FAR) for development below is assumed to meet these design objectives. In calculating FAR, the floor area of a permitted accessory residential unit shall not be included:~~

~~a. Retail, service and office uses: 0.50;~~

~~b. Manufacturing and industrial uses: 1.00;~~

~~c. Warehouse and storage uses; 2.00;~~

~~d. Other nonresidential uses; 0.50.~~

E. Outer Safety Zone (Zone 4). Zone 4 is the area that extends out 225 feet from both sides of the extended runway centerline, beginning at the outer edge of the inner turning zone (zone 3) and extending to the outer boundary of the horizontal zone, 5,000 feet from the threshold line on the runway pavement.

~~1. Maximum permitted residential density is the lesser of four dwelling units per acre or the density permitted by the land use district in which the property is located.~~

~~2. For nonresidential use, the intensity of design occupancy and intensity of development, and prohibited uses involving public assembly or occupancy by dependent populations, shall be as established in the inner part of the inner turning zone (zone 3).~~

~~3. No increase to the height or scale of nonconforming uses or structures shall be permitted. Nonconforming uses may not be expanded beyond currently permitted size and uses.~~

~~4. The bulk storage of flammable (except for residential propane or heating oil tanks) or hazardous materials is prohibited. Propane tanks shall be located underground.~~

~~5. A minimum of 40 percent of the site shall remain in open space to maximize the opportunity for pilots in an emergency to avoid structures intended for human occupancy. To the extent possible, subject to the development and design standards for the land use district in which the project is located, this open space shall include those portions of the site closest to the extended runway centerline, and shall be contiguous with similar open spaces on adjacent properties. No more than 25 percent of this required open space (10 percent of the site area) may be on that portion of the site between the Lovers Lane right-of-way and structures fronting on Lovers Lane.~~

~~6. To the extent possible, subject to development and design standards for the land use district in which the project is located, structures for human occupancy shall be located on those portions of the site farthest from the extended runway centerline.~~

F. Sideline Safety Zone/Airport Development Zone (Zone 5). Zone 5 is the area that is immediately adjacent to the airport and runway area. The standard area begins at the primary surface, extending out 500 feet from the extended runway centerline and connecting at its ends to the inner turning zone (zone 3). For Orcas Island Airport, the southerly boundary extends only as far as the northern boundary of the Mt. Baker Road right-of-way, and extends along that right-of-way line to intersect with the boundary of zone 1. In the northeast, the boundary of zone 5 extends north as described until it meets the center of the marina district waterway. From there it is extended north along the centerline of the marina district waterway and then north to intersect with the boundary of zone 3.

~~1. New residential development is prohibited except as provided in subsection (F)(2) of this section. Maximum permitted residential density is the density permitted by the land use district in which the property is located.~~

~~2. Residential Use in the Grasylyvania and Aeroview Subdivisions. Existing and new residential use in the portions of the Grasylyvania and Aeroview subdivisions that are within sideline safety zone (zone 5), solely in the form of aircraft hangar structures which incorporate within them an accessory single-family residential dwelling unit, may be allowed as a conforming use.~~

~~3. Aviation-related, industrial, utility, storage, and nonretail commercial uses are preferred uses.~~

~~43. Shoreline and marina operations, docking and other such uses of the shorelines environments, where they do not conflict with subsection (F)(5) of this section and Chapter 18.50 SJCC, are allowed.~~

~~54. Except as necessary and incidental to airport operations, the following uses that require or promote the concentration of people or have substantial occupancy by dependent populations (such as children, sick, or the elderly) are prohibited: schools, libraries, hospitals, nursing homes, day care centers, multifamily housing, playfields, public meeting rooms, public assembly uses, churches and religious assembly uses, restaurants, motels and hotels.~~

~~6. No increase to the height or scale of nonconforming uses of structures shall be permitted. Nonconforming uses may not be expanded beyond currently permitted size and uses.~~

~~7. To the extent possible subject to the development and design standards for the land use district in which the project is located, structures for human occupancy shall be located on those portions of the site farthest from the extended runway centerline.~~

~~8. The maximum design occupancy for normal use of the site and structures shall not exceed an annual average of 10 people per acre during all hours, or 30 people per acre during hours of operation. The maximum floor area ratio (FAR) for development below is assumed to meet these design objectives. In calculating FAR, the floor area of a permitted accessory residential unit shall not be included:~~

~~a. Retail, service and office uses: 0.15;~~

~~b. Manufacturing and industrial uses: 0.35;~~

~~c. Warehouse and storage uses: 1.00;~~

~~d. Other nonresidential uses: 0.15.~~

G. Traffic Pattern Zone (Zone 6). This zone is not designated for the Orcas Island Airport overlay district.



Eastsound Planning Review Committee Minutes  
January 7, 2021  
Meeting held by Zoom due to COVID-19  
3:00pm-6:00pm

Committee members present by Zoom were Leith Templin, Terry Gillespie, Charles Toxey, Brian Wiese, Scott Lancaster and Sara Farish. County members present by Zoom were (PW)Jesse Douglas-Sietz, Colin Huntmer and (Council) Cindy Wolf other member of the public were also present.

The meeting was called to order by Leith Templin, chair at 3:05. Leith introduced and welcomed our new members Scott Lancaster and Sara Farish.

### **Approval of Minutes**

Terry moved to accept the minutes of the December meeting as amended and Charles seconded, motion passed.

### **Chair report:**

Leith reported that the annual report of EPRC was sent to Council and that she is still working on the seven points about VR that we were thinking of adding to our original report to Planning and Council.

### **Formalize EPRC Lighting Regulations**

Charles moved to send our recommendations for the Eastsound exterior lighting plan to the San Juan County Planning Commission and County Council. Brian Seconded motion passed.

### **Additions/Modifications to agenda**

Brian asked for an update on the North Beach Prune Alley tree situation. North Beach Rd in front of Children's House

### **Public Comment**

Lisa Byers asked for the trees subject to moved up on the agenda.  
John Campbell will speak during the comprehensive plan update.

### **North Beach Road section in front of Children's House.**

Leith gave an update on the current concerns of trees in front of Children's House and the request by Children's House to the county to remove all the trees next to the road. A brief history was given about the road and trees along that stretch of the road that the EPRC has been apart of.

Ady responded with her concerns about safety for the Children's House buildings, children and pedestrians.

Leith said she would be in touch to schedule a zoom meeting with Children's House, April Grove's representatives, three EPRC members and county members to discuss a plan about the future of the trees along the stretch of North Beach Road in front of Children's House. She is hoping that we can come up with a plan that will satisfy all. Cory Harington asked for background information and to be included in the Zoom meeting.

## Jesse Douglas-Seitz Prune Alley Update

Jesse gave an update of the 90% plans that have been completed by KPG Design group. There was a special meeting that involved discussing more vegetation and trees and the possibility to add more trees. There were two updates that were also discussed. 1) changing from the multi three year time line completion plan to a one year plan. It seemed to be well received. Jesse explained the advantages and disadvantages. 2) if the one year plan is approved then the surface of the road would have to be asphalt (HMA) because chip seal can not be done in the Fall. Jesse also spoke to the location of potential trees at the Fern street parcel and the north end of the street with some bigger trees. Also, there are some new property owners that are interested in allowing some planting of trees. Also, the sewer district's new placement of their line makes it possible to plant more trees where their original line was to go. We had a discussion about the ramp up to the intersection and if it is not possible for it to be asphalt that we wanted it to be as dyed as dark as possible to mimic the road color. Also, Scott knew from the Main Street/North Beach project that the dye color for the sidewalks was Davis "San Diego Buff". Also, it was mentioned that the intersection is the same brick at the entrance to the Village Green and a Mutual Material color that was a mixed of colors with red in it and thought to be called Cascade Blend. Jesse will check on that. The crosswalk and the center will be different. The driveway entrances and the intersection center will be the same brick as what is at the Village Green and the crosswalk will be the Cascade Blend. We talked about the potential of putting bigger trees at the northwest and southwest side of the intersection at Prune Alley and High School Rd. and create a nice entrance and exit of the downtown area. Sara wants to encourage the county to work with business owners in a thoughtful way to work with them about signage, traffic control, noise and dust. This is a difficult time for those business and this will be another added stress. Parking will be another issue and maybe the Community Church might be of help. EPRC thanks Jesse and Public Works are doing such a great job and we appreciate them working so closely with us.

## Adam Zack Comprehensive Update, Orcas Island Airport Overlay Regulations

Adam is one of the planners with the county and is our staff contact, he helps Leith with the agenda and other questions that the committee has for the county.

Adam did a power point presentation of his Staff report: <https://www.sanjuanco.com/DocumentCenter/View/21618/> Staff's goal, directed by council, was to simplify the Orcas Island airport overlay regulations and to be more inline with the state regulations. This overlay when created was very complicated and restrictive compared to others. The zones maybe the same but our restrictions are greater.

He explained the location of the five zones at our airport. He spoke about uses, safety and compatibility around these areas. Washington State has guidelines for airports and is a guide for developing airport regulations. Adam will present to the Airport in the near future the changes that the staff is recommending to council. We agree with all the staff recommendations that are stated in their **December 29, 2020 Staff Memo:** <https://www.sanjuanco.com/DocumentCenter/View/21618/>

### Action

**Terry made a motion to accept the staff report on the Orcas Island Airport Overlay Regulations as presented. Charles seconded passed with one abstention.**

### 1.50 Comprehensive Plan Update

Comprehensive plan changes that we are suggesting that have to do with density and land use designations need to be added to our response to Adam's staff report. Any regulation changes that effect landuse/density we also need to include in that response.

The lighting document needs to be added to all our regulatory changes from the chart and then needs to be sent to the council by the docket process which has to be presented by March 1, 2021. This is a more formalized process and since it is on the docket it will stay on the calendar and not be put aside and get lost in requests.

Mostly our changes are around Village Commercial. They are 1) the single family home designation, (2) lot size, (3) 4 to 16 units per acre minimum 4) setting a minimum and maximum setback and 5) requiring parking in the rear and side – not in front.

Adam says all are within the scope of work that staff has been charged to do in the comprehensive plan update. Allowable number of ADU's per resident of allowable use instead of per lot.

John Campbell made the suggestion to increase development/ capacity on page 12 table 5 of the Eastsound Subarea Plan to change ADUs to one per allowed use increasing the effective dwellings and ADUs from 12 to 24 and limit to 1000 sq feet. This would make substantial increase in affordable housing.

Adam agreed with it within VRI.

Charles proposed we submit this with the following amendment – Allowing 1 ADU per residence (not use) in VRI with the stipulation that the additional ADUs not be used for vacation rentals or rentals (under 30 days ).

Adam says Vacation Rental subject will come up soon. That part will change relatively soon.

Charles: I move that EPRC send a recommendation to county council and staff that we amend our response to staff on land use designation with these six amendments added:

In Village Commercial land use designation–

1. We recommend establishing a minimum setback of 5 feet from the right of way, granting up to a 20 feet setback only if area for public gathering/use is allowed in front of the building.
2. We recommend requiring parking in the rear or side of the lot - or in the middle third of the lot if the lot faces two public rights of way in between two streets. No private parking in front of buildings.
3. We recommend establishing a minimum lot size of 1/8<sup>th</sup> acre. This is to prevent the miniscule lots such as have been created recently which prevent changes in use over time, relegating those tiny lots to be residential forever.
4. We recommend removing single family residence as an allowable use. Duplexes, multi-use, multi-family and commercial would remain as allowable uses. This would prevent the trend of new single-family homes occupying the most valuable and usable commercial lots in the very center of town.
5. We recommend increasing the minimum density from 4 to 16. This means that on a typical 1/8<sup>th</sup> acre lot in VC, 2 dwellings or a duplex would be the minimum density.

In Village Residential Institutional, for Density and Affordable Housing-

1. We recommend allowing one ADU per residence in Village Residential Institutional land use designation only with the stipulation that additional ADUs should not be used as vacation rentals.

**Scott seconded the motion and it was passed unanimously.**

Public Comment – no addition public comment

## **PERMIT REVIEW**

Banner Bank sign

We had the same comments as we had for the WAFED Sign which was that it is not very Orcas Island and very urban. Discussion about logo colors and that we need to look at our sign ordinance. We all prefer the old Islander's Bank wooden carved. We don't have the problem with illumination as with the WAFED sign.

Brian wants to add next agenda items to all agenda's.

Leith wanted to schedule a special meeting to continue to work on the regulations and it was decided on January 18<sup>th</sup> from 3:30-5:30pm

Adjourned 6:33

Tree discussion. Terry will join with Leith and Charles in a zoom meeting with all board members, county partners and April's Grove. Sara reached out to Ady to recommend a goodbye tree ceremony.

NEXT REGULAR MEETING FEBRUARY 4, 2021

Submitted by

Leith Templin  
Chair

## **EPRC Response to San Juan County Staff's requested feedback on possible Eastsound Subarea and UGA Changes**

- A. **Comment - Density Goal:** The Land Capacity Analysis (LCA) found that the UGA has “between a 446-person excess and 13-person shortfall of residential capacity depending on how mixed-use areas develop.” A thirteen-person shortfall is a small number which could be met by a very small increase of density in a small area. We also know from historical data that although 50% is the GMA goal, more like 25-30% of residential development happens in the UGA, not because there wasn't capacity in the UGA, but because most people who move to Orcas Island choose to live in more rural areas. So, we want to be conservative about where we increase density and do it only to the extent needed to provide a small cushion for the 50% goal with the knowledge that it is very unlikely that the actual build-out remotely would approach 50%. In accordance with goals of maintaining a compact, walkable village center and providing affordable, year-round housing, the EPRC advocates first increasing infill density to the extent possible, within the village center. The increased density EPRC has recommended in VC by increasing the minimum density in VC to 16 per acre already goes a long way toward achieving this. Just changing the land use of the parcels on the northwest corner of Mount Baker and North Beach to VRI would make up the 13-person deficit adding 23+ units/47.45 persons minus the Market factor. Also, April's Grove coming on line just provided a huge chunk of the housing needed to accommodate the projected growth.

- B. Comment – Plan So Neighbors Face the Same Land Use and/or Density - A** planning best practice we would like to pursue is not to draw land use boundaries along roads, but instead to divide zones one parcel back from the street. Having one kind of density or land use on one side of the street and a higher density or different use on the other makes for unhappy neighbors. We support drawing new boundaries so that VRI faces VRI, VC faces VC, ER4 faces ER4 across the street whenever possible.

Examples:

- Village Commercial parcels facing each other across Main Street, Prune Alley, North Beach
- VRI parcels across from each other on Haven
- The remaining Eastsound Residential parcels facing each other across North Beach Road

## **Regarding Changes in Land Use Designation Standards:**

### **1) Changes to density in SLI:**

- a. Increase Lot Coverage in SLI – We fully support this recommendation.
- b. Decrease Setbacks in SLI – We do not support this recommendation. - As an Eastsound UGA goal, where residential land and industrial land come in contact, EPRC is actively looking for ways to reduce building proximity, provide sound and visual screening, and to buffer & protect residences from industrial encroachment on residential areas. We seek to increase both residential and industrial densities **where they are farthest apart from one another**. As a planning best practice planned buffering makes for good neighbors and higher property values. Visual screening and deeper setbacks are hallmarks of good intersections between industrial uses and residential uses. Increasing the lot coverage in SLI makes perfect sense as long as we retain full dense vegetative screening and setbacks are maintained between land uses and facing the street. If a parcel does not border a property with either existing or potential residential uses or is not across the street from such uses, then the setbacks and screening could be reduced. We consider the fact that Marina has smaller setbacks than SLI to be valid because Marina has residential uses as one of its primary uses, and all developments in Marina facing public streets are in fact conforming residential/lodging. So, there is no negative impact to the streetscape or the Eastsound Residential properties

across the street from what is simply more residential architecture in Marina. Industrial sites and warehouses, however, have a negative visual impact for residences and an impact on the streetscapes which are heavily travelled by local and tourist pedestrians, cyclists, and passenger vehicles. Existing setbacks should be kept. Vegetative screening should be kept or perhaps even enhanced for fuller visual separation.

- 2) **Add Industrial Capacity to Service Park Areas**– The service park parcels north of Maidenhair Lane including 271350005000 are poised for further development in a multi stage plan which is laying the groundwork for more lot coverage than currently allowed in Service Park. Since there is active development in this land use and a desire on the part of property owners to expand, please consider expanding lot coverage and non-noisy allowed uses to alleviate some of the needs currently being met in Service and Light Industrial.

## Regarding Changes to Land Use Designation Boundaries

- 1) **Candidate Area 2** - We support this recommendation. The parcels on Enchanted Forrest Road across from Bonnie Brae are perfect for the modest increase from 1 to 4 units per acre. Increasing density on any land that can access Mount Baker and Enchanted Forrest makes much more sense than creating more density which has to travel on the congested cul-de-sac of the North Beach Road neighborhood.
- 2) **Candidate Area 1** We support the conversion of the two parcels 271144008000 and 271144017000 on the corner of the Mount Baker North Beach intersection whose owners requested be changed to VRI-12. Going beyond that does not seem to be warranted to meet the density goal. We asked OPAL director Lisa Byers if OPAL would consider adding housing to the Wildrose Meadow or Oberon housing areas if they were upzoned, and she said no. So, there is no benefit to adding capacity there. If adding the density of the Candidate Area 2 parcels and the two parcels on the NE corner of North Beach / Mt. Baker Rd. intersection is not enough to meet and exceed the LCA requirements by a comfortable margin as we believe it does, then we would consider recommending extending VRI-12 to the 5-acre Mount Baker Road parcel (Klein) across from the medical center, but that does not seem necessary at this time.
- 3) **Candidate Area 3** – We don't support increasing density in this area and think it would be a significant mistake to relegate any of our existing traditional suburban street communities to 12 per acre development. This is what is happening in residential areas in lots of suburban neighborhoods where suddenly an 8-plex gets sandwiched in between two houses on a residential street. The value of existing built improvements drops as the land value increases and those owners increasingly over time can only sell

to someone who will tear down the house to put up a complex. This is unnecessary, and creates a poorly-planned street appearance of house-complex-house-complex for decades. In addition, the calculated net gain of residential units is not sufficient to justify the rezoning. We want to increase density where dense multi-unit developments create their own new complex or neighborhood such as April's Grove and not cannibalize the older neighborhoods. VRI-12 for the Christmas parcels is perfect for this. Luckily, there are several parcels that would fulfill this goal if needed.

## **Regarding the Land Use Change Requests**

**A) Split zoned Port of Orcas Parcel 271143016000** – Iterations of the EPRC for years have sought to keep the residential parcels on west side of North Beach Road as intact as possible with a buffer of SLI between the Eastsound Residential land uses and the airport (which is written in the Eastsound Subarea Plan Goals). The Port's decision to use FAA funds to buy the split-zoned parcel with its ER zone on North Beach Road has put San Juan County and Eastsound in a difficult position as the FAA will not permit the Port to develop non-airport residential uses on land they paid for. We understand that they would like more SLI space, but not at the expense of the residential areas which line the entrance to the North Beach neighborhood. EPRC would greatly prefer to:

- a. Leave it as a split zoned parcel. The Port may simply choose not to develop that portion of the lot or build airport use housing on it.
- b. If the split zone must be resolved, then create two distinct parcels from the one, keeping the land uses the same. Again, the Port could develop that lot or not, or could sell it and reimburse the FAA. The County has the authority to require either of these first two scenarios with the use of the land at the Port's discretion.
- c. If the County disagrees and makes this one whole SLI parcel abutting North Beach, we must get the 60-foot set back with landscaping/vegetative screening buffer which the Port of Orcas agreed to and which is shown on the Airport Master Plan, written as a deed restriction - a permanent setback from the property line (not the center of the ROW) that runs with the land. Also, the Port changed its master plan to reflect keeping the entrance(s) to the airport on Mount Baker Road and not onto North Beach Road. The Port of Orcas manager, Tony Simpson, and the Commissioners agreed to this, and it is depicted in the Airport Master Plan, but a new manager and several new commissioners reduces the certainty of this promise. Please do not grant the SLI change to this parcel without completing these vital steps.

- B) Klein Bartel Road Parcel** –No demonstrated need to expand the UGA. The slight shortfall of residential capacity in the UGA can be addressed through infill. Adding more undeveloped land to the UGA is not necessary to accommodate the projected population. Without a new road, adding that many new residents to the already busy traffic on North Beach Road would add to a growing problem. We recommend opening up Bartel Road as a public road through to Terrill Beach Road so that in the future when additional capacity is needed adding density to this area may be appropriate.
- C) The Nexco Airport Center** - Eastsound is limited in land for service and light industrial uses. Also, this is in Zone 5 of the Airport Accident Safety Zone. As stated in San Juan County Code in regulations related to the Sideline Safety Zone/Airport Development Zone (Zone 5) “5. Except as necessary and incidental to airport operations, the following uses that require or promote the concentration of people or have substantial occupancy by dependent populations (such as children, sick, or the elderly) are prohibited: schools, libraries, hospitals, nursing homes, day care centers, multifamily housing, playfields, public meeting rooms, public assembly uses, churches and religious assembly uses, restaurants, motels and hotels.” Restaurants are places of public assembly. We don’t recommend supporting this request.
- D) Fishing Bay Short Plat** – Adding these parcels does not add functionality to the UGA, and they are unlikely to be built out to add much additional density. We don’t recommend supporting this request.
- E) Christmas Parcels** 271144008000 and 271144017000 – This adds needed density and matches the VRI designations across the street. We are, however, concerned about possibly even more vehicular traffic going onto the already very congested flow of vehicle, foot and bicycle traffic from North Beach to town and back. We understand a traffic study was done in September. Were entrances and exits for these parcels addressed? If not, we ask for further traffic study to consider entrances/exits on Mount Baker to keep from impacting the significant pedestrian and bicycle traffic going primarily up and down North Beach Road, enabling an easy walk or bike connection to town from the North Beach residential neighborhoods. The pedestrian traffic on either side of Mount Baker is significantly less. Also, if a roundabout has been considered at the Mount Baker-North Beach intersection, please establish what additional setbacks would be necessary and plan for obtaining deeded setbacks and screening on both the Port of Orcas parcel 271143016000 and the Christmas parcel 271144008000 as a contingency for granting these land use changes. We are also amenable to adding turn lanes at this intersection to alleviate traffic.

## **EPRC Recommends the Following Which affects Development Patterns and Density in the UGA**

In Village Commercial land use designation–

6. We recommend establishing a minimum setback of 5 feet from the right of way, granting up to a 20 feet setback only if area for public gathering/use is allowed in front of the building.
7. We recommend requiring parking in the rear or side of the lot - or in the middle third of the lot if the lot faces two public rights of way in between two streets. No private parking in front of buildings.
8. We recommend establishing a minimum lot size of 1/8<sup>th</sup> acre. This is to prevent the miniscule lots such as have been created recently which prevent changes in use over time, relegating those tiny lots to be residential forever.
9. We recommend removing single family residence as an allowable use. Duplexes, multi-use, multi-family and commercial would remain as allowable uses. This would prevent the trend of new single family homes occupying the most valuable and usable commercial lots in the very center of town.
10. We recommend increasing the minimum density from 4 to 16. This means that on a typical 1/8<sup>th</sup> acre lot in VC, 2 dwellings or a duplex would be the minimum density.

Village Residential Institutional Density and Affordable Housing-

2. We recommend allowing one ADU per residence in Village Residential Institutional land use designation only with the stipulation that they should not be used as vacation rentals.

## Attachment B

### Appendix F

### Compatibility Criteria

*Table F-1*

Maximum Residential Density						
Compatibility Zones	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
<b>Maximum Residential Density</b>						
<b>Average Number of Dwelling Units Per Gross Acre</b>						
Agricultural (farmland/forest)	0	Maintain current comprehensive plan designation and zoning designation				
Rural (outside an urban growth boundary)	0	1 d.u. per 10 acres	1 d.u. per 10 acres <sup>A</sup>	1 d.u. per 5 acres <sup>A</sup>	1 d.u. per 10 acres <sup>A</sup>	1 d.u. per 5 acres
Urban (within the urban growth boundary)	0	0	B	C	B	C
<b>Maximum Intensities for Nonresidential Uses (Commercial, Industrial, Offices, and Activities)</b>						
<b>Average Number of People Units Per Gross Acre</b>						
Agricultural (farmland/forest)	1-5 <sup>E</sup>	D, E	D, E	D, E	D, F	D
Rural (outside an urban growth boundary)	1-5 <sup>E</sup>	10-25 <sup>E</sup>	10-25 <sup>E</sup>	40-60 <sup>E</sup>	100-150 <sup>E</sup>	100-150 <sup>G</sup>
Urban (within the urban growth boundary)	1-5 <sup>E</sup>	50-75 <sup>E</sup>	80-120 <sup>E</sup>	100-150 <sup>E</sup>	100-150 <sup>E</sup>	No Limit <sup>G</sup>

**Notes:**

- A Cluster to preserve open space to maintain open approach corridor at and near runway ends.
- B Infill development up to average of surrounding residential area is allowed, but is appropriate only if nonresidential uses are not feasible
- C Promote high density and intensity mixed use development (15 or more d.u. per acre)
- D Maintain current comprehensive plan designation and zoning designation.
- E Special Function Land uses should be prohibited.
- F 50-100 people per acre allowed if on airport and aviation-related.
- G Special Function Land uses should be avoided.

**Table F-2**  
**Airport Land Use Matrix**

	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
<b>A. Resource Operations</b>						
<b>1. Agricultural (Commercial)</b>						
Agriculture, horticulture, general farming (crops only, not feedlots and stockyards)	P	P	P	P	P	P
Agricultural building	L	L	P	P	P	P
Agricultural chemical sales/storage	X	L	P	P	P	P
Agricultural Housing/Farm labor	X	X	L	P	L	P
Agricultural housing/farm labor	X	X	L	P	L	P
Agricultural market	X	X	P	P	X	P
Agricultural related industries	X	L	P	P	P	P
Animal husbandry	X	L	L	L	X	P
Agricultural feeding operation or stockyards	X	X	X	X	X	X
Agriculture or food processing facility	X	L	P	P	L	P
Livestock auction	X	X	X	L	X	P
Fairgrounds	X	X	X	X	X	P
Floriculture, aquaculture	X	L	P	P	P	P
Fruit bin sales/storage	X	L	P	P	P	P
<b>2. Forest (Commercial)</b>						
General forest silver culture	L	L	P	P	P	P
Forest product processing	X	L	P	P	P	P
<b>3. Mining/Refining/Offsite Hazardous Waste Treatment</b>						
Asphalt paving and roofing materials, rock crushing	X	X	L	L	L	P
Mining including sand and gravel pits	X	L	L	L	X	P
Stockpiling of earthen materials	X	L	L	L	X	P
<b>B. Rural Development</b>						
<b>1. Rural Residential</b>						
Single-family dwelling (large lot, 5 acres or greater*)	X	L	L	P	X	P
Single-family dwelling, rural centers	X	X	L	L	X	L
Residential Cluster Development, 40% open	X	X	LSC	X	X	P
Multi-family dwelling	X	X	X	X	X	P
Temporary farm housing	X	X	P	P	L	P

### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **“X” Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
<b>2. Rural Centers</b>						
Single-family dwelling; up to 12 dwelling units/acre	X	X	L	L	X	L
Two - Four family dwelling (duplex) (*)	X	X	X	X	X	L
Multi-family dwelling; 12-20 units/acre	X	X	L	X	X	P
21+ units/acre	X	X	P	P	X	P
Agriculture/forest/mineral resources or industry (see item A)						
Community services (see item D2)						
Retail and commercial service (see items D4 & D5)						
Industrial/manufacturing (see item D4s & D5)						
<b>C. Education Facilities</b>						
<b>1. Education Facilities</b>						
Junior or community college	X	X	L	L	L	P
Schools, K-12 elementary, middle, senior high	X	X	X	X	X	X
Business school	X	L	L	L	L	P
Vocational schools	X	L	L	L	L	P
<b>D. Urban Development</b>						
<b>1. Residential</b>						
Single-family dwelling; up to 12 dwelling units/acre	X	X	X	X	X	L
Two - four-family dwelling (duplex)(*)	X	X	X	X	X	L
Multi-family dwelling(*): 15 or more	X	X	LSC	X	X	P
Mixed-use office/commercial/residential use	X	X	P	P	X	P
Residential development cluster 40% > open space	X	X	L	L	X	L
Residential infill	X	X	L	L	L	P
Mobile home parks	X	X	L	L	X	L
Boarding house	X	X	L	L	L	L
Retirement homes	X	X	X	X	X	L

### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **“X” Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
<b>2. Community Services</b>						
Cemetery	P	P	P	P	L	P
Churches, synagogues, temples	X	X	L	L	X	L
Community center meeting halls, fraternal organizations	X	X	L	L	X	P
Convalescent, nursing home and group homes	X	X	X	X	X	L
Day care facilities, family in-home	X	X	L	L	X	L
Day care center	X	X	L	L	X	L
Funeral home	X	X	P	P	X	P
Police, fire stations, ambulance service	X	L	P	P	P	P
Hospital	X	X	X	X	X	X
Medical clinic	X	X	L	L	X	P
Correction facilities	X	L	L	L	L	L
Libraries	X	X	P	P	X	P
Museums and art galleries	X	X	L	P	P	P
Zoo	X	X	P	P	X	P
<b>3. Amusement and Recreation</b>						
Amusement park (permanent)	X	X	L	L	X	L
Bowling alleys	X	X	P	P	X	P
Campground	X	L	L	P	L	P
Recreational vehicle parks; short term	X	L	L	P	L	P
Drive-in theatres	X	X	L	L	X	P
Fairgrounds	X	X	P	L	L	P
Golf courses	X	L	P	P	X	P
Gymnasiums, exercise facilities	X	L	L	L	L	P
Horse racing tracks, speedways	X	X	X	X	X	X
Miniature golf courses	X	X	P	P	X	P
Movie theatres, auditoriums exhibition halls	X	X	L	L	X	P
Parks	L	L	P	P	L	P
Roller skating rink	X	X	L	L	X	P

### Chart Symbols

- **“L” Limited** – Uses or activities that may be compatible with airport operations depending on their location, size, bulk, height, density and intensity of use.
- **“LSC” Limited Special Conditions** – Development should be moved away from the extended runway centerline. Open space should be devoted to areas that experience elevated risk.
- **“P” permitted** – Uses or activities that should be permitted, however, these activities should be reviewed to ensure that they will not create height hazard obstructions, smoke, glare, electronic, wildlife attractants, or other airspace hazards.
- **“X” Prohibited** – uses or activities that should not be constructed near the airport.

All uses or activities identified herein are subject to intensity and density limitations set forth in Table F-1. Particular attention should be given to developments that when located in combination with other permitted or limited activities may create cumulative impacts on airport operations. All uses should be reviewed to ensure that they will not create airspace hazards.

	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
<b>4. Retail Trade and Service</b>						
Addressing, mailing, and stenographic services	X	L	P	P	L	P
Advertising agencies	X	L	P	P	L	P
Airport uses and activities commercial/industrial	L	P	P	P	P	P
Animal clinic/hospital	L	P	P	P	P	P
Antique stores	X	L	P	P	X	P
Automobile, truck, manufactured home, and travel trailer sales	L	P	P	P	P	P
Automobile and recreational vehicle (RV) sales; weekend	L	P	P	P	L	P
Automotive: car wash	L	P	P	P	L	P
Sales lot/auto center	L	P	P	P	P	P
Parking lots and garages	L	P	P	P	P	P
Maintenance and repair shops	X	P	P	P	P	P
Paint and body repair shops	L	P	P	P	P	P
Parts and accessories (tires, batteries, etc.)	X	P	P	P	P	P
Specialized repair shops (radiator, etc.)	L	P	P	P	P	P
Towing services	L	P	P	P	P	P
Wrecking and dismantling yard	L	P	P	P	L	P
Bakery	X	P	P	P	L	P
Beauty and barber shops	X	L	P	P	X	P
Bed and breakfast inn	X	X	L	L	X	P
Boats and marine accessories	X Except storage L	P	P	P	P	P
Books, stationery, office supplies	Storage only	P	P	P	L	P
Building and trade (plumbing, heating, electrical, painting, etc.)	Storage only	P	P	P	L	P
Clothing and accessories	X	L	P	P	L	P
Communication towers	X	X	L	L	L	L
Computer and electronic stores	X	L	P	P	L	P
Department, discount, variety stores	X	X	P	P	X	P
Drug stores (optical goods, orthopedic supplies)	X	L	P	P	L	P
Employment agencies (private)	X	P	P	P	L	P

#### Chart Symbols

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	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
Farm and implements, tools and heavy construction equipment	X	L	P	P	P	P
Farm supplies	L	P	P	P	P	P
Financial institutions	X	P	P	P	L	P
Food store	X	P	P	P	L	P
Furniture, home furnishings, appliances	X	P	P	P	L	P
General hardware, garden equipment and supplies	X	P	P	P	L	P
Grocery and convenience stores	X	L	P	P	L	P
Heavy equipment storage, maintenance and repair	X	L	P	P	L	P
Insurance agents, brokers, and service agencies	X	P	P	P	L	P
Kennels	L	P	P	P	L	P
Laundries, laundromats, and dry cleaning plants	X	P	P	P	L	P
Liquor stores	X	P	P	P	L	P
Lumber yards	L	P	P	P	L	P
Medical and dental laboratory, offices and clinic	X	X	L	P	x	P
Mini Storage	L	P	P	P	P	P
Motels and Hotels	X	X	P	P	P	P
Motorcycles sales/repair (including maintenance)	X	P	P	P	L	P
Paint, glass, and wallpaper stores	X	P	P	P	L	P
Pet stores, pet supplies, and dog grooming	X	L	P	P	L	
Professional office buildings for architects, attorneys, government, etc.	X	L	P	P	P	P
Rental: auto, truck, trailer, fleet leasing services	L	P	P	P	L	P
Repairs: small appliances, tv, business machines, watches, etc.	L	P	P	P	L	P
Restaurant, cafe and drive-in eating facilities	X	L	P	P	P	P
Service station	X	L	P	P	L	P
Sporting goods, bicycle shops	X	P	P	P	P	P
Taverns, bars, dance establishments	X	L	P	P	L	P

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	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
<b>5. Industry/Manufacturing</b>						
Aircraft parts	Storage only	L	P	P	P	P
Aircraft industrial	Storage only	L	P	P	P	P
Apparel and accessories	X	L	P	P	X	P
Bakery products (wholesale)	Storage only	L	P	P	X	P
Beverage industry	Storage only	L	P	P	X	P
Canning, preserving, and packaging fruits, vegetables, and other foods	X	L	L	L	X	P
Cement and concrete plants	X	L	L	L	X	P
Chemicals (industrial, agricultural, wood, etc.)	X	X	L	L	X	L
Concrete, gypsum, and plaster products	Storage only	L	P	L	L	P
Confectionery and related products (wholesale)	Storage only	P	P	P	L	P
Mini storage	P	P	P	P	P	P
Product assembly	Storage only	L	P	P	L	P
Prefabricated structural wood products and containers	Storage only	P	P	P	L	P
Printing, publishing, and binding	Storage only	P	P	P	L	P
Rendering plants, slaughter houses	X	X	X	X	X	L
Rubber products	X	L	P	P	L	P
Sawmills and planing mills	Storage only	L	P	P	L	P
Sheet metal and welding shops	Storage only	P	P	P	L	P
Stone products (includes finishing of monuments for retail sale)	Storage only	P	P	P	L	P

### Chart Symbols

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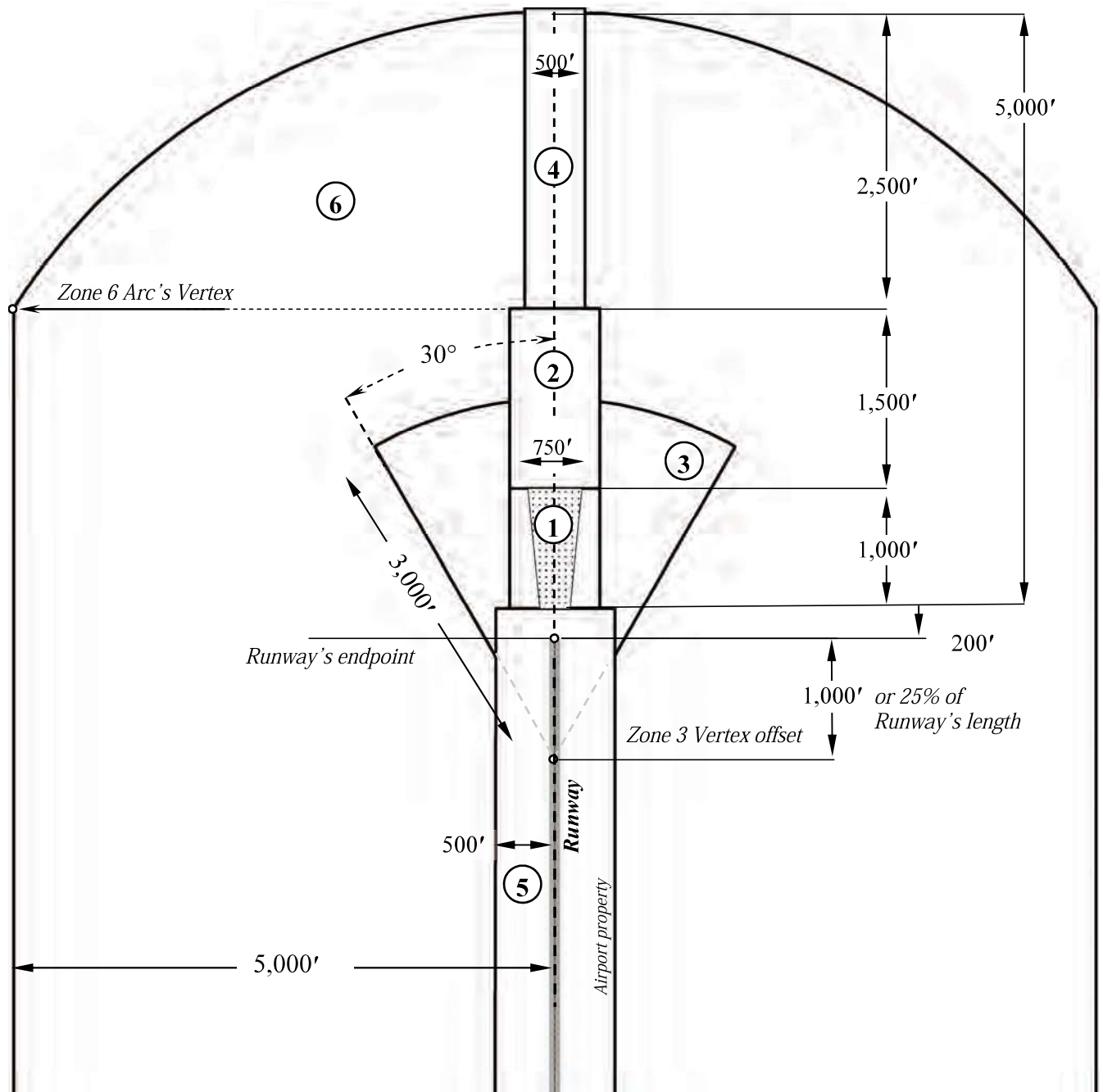
	Compatibility Zones					
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6
<b>6. Wholesale Trade-Storage</b>						
Warehouses	Storage only	P	P	P	P	P
Wholesale trade	Storage only	P	P	P	P	P
Storage facilities; bulk	L	P	P	P	P	P
commercial	L	P	P	P	P	P
mini-storage	L	P	P	P	P	P
<b>E. Transportation and Utilities</b>						
<b>1. Transportation</b>						
Bus terminals	X	L	P	P	L	P
Transportation storage and maintenance facilities	Storage only	P	P	P	P	P
Transportation brokerage offices; without truck parking	X	P	P	P	P	P
with truck parking	L	P	P	P	P	P
Contract truck hauling, rental of trucks with drivers	L	P	P	P	P	P
Rail, truck terminals (for short-term storage, office)	L	P	P	P	P	P
Air storage and office use	Storage only	P	P	P	P	P
Railroad switch yards, maintenance, and repair facilities, etc.	X	P	P	P	P	P
Taxicab terminals, maintenance, and dispatching centers, etc.	X	P	P	P	P	P
<b>2. Utilities</b>						
Power generating facilities	L	L	L	L	L	L
Utility services (substations, etc.)	L	L	L	L	L	P
Wholesale trade	L	P	P	P	L	P
Storage facilities; bulk	L	P	P	P	P	P
Commercial	L	P	P	P	P	P

### Chart Symbols

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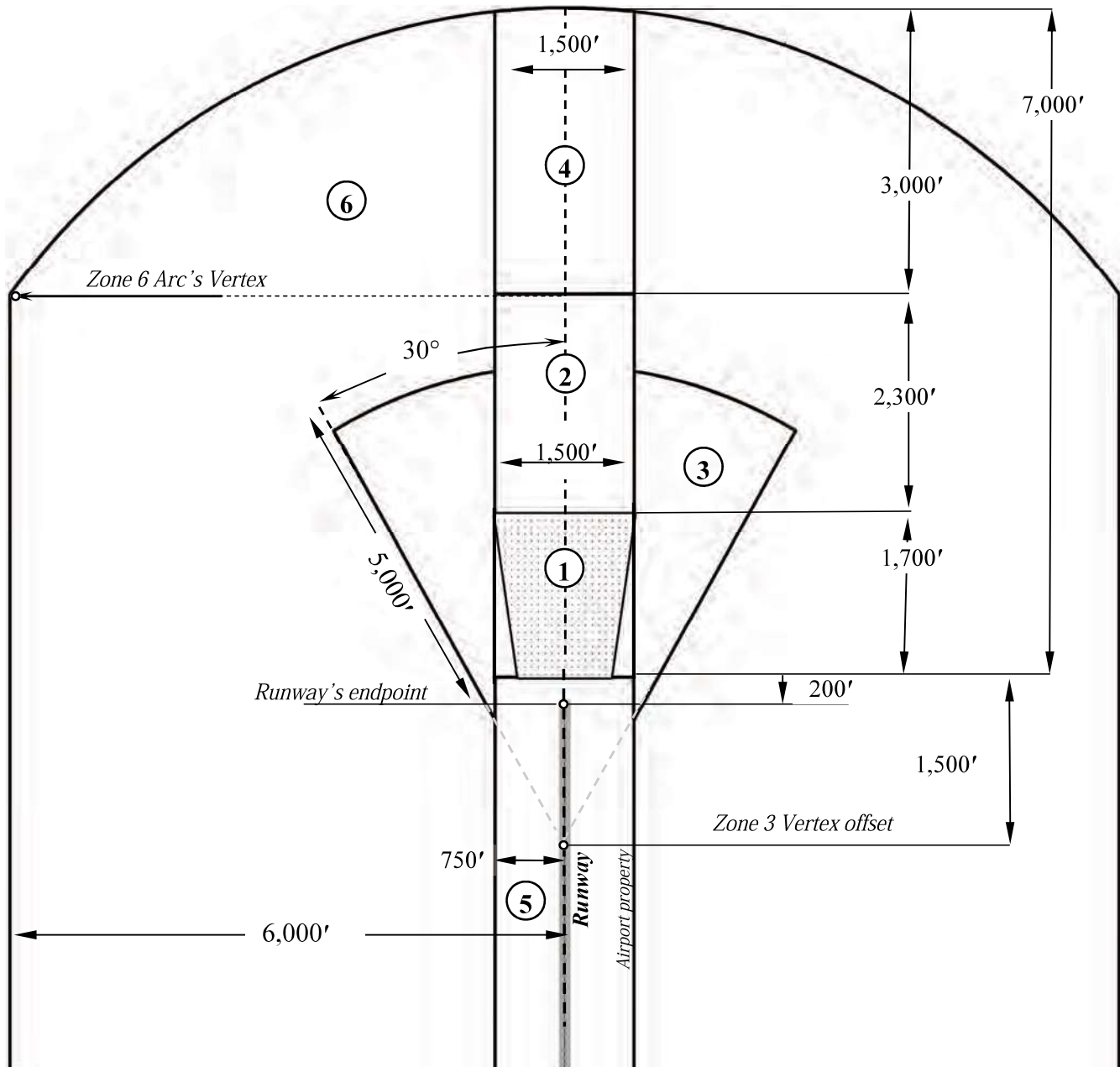
Airport Runways Under 3000 Feet



Airport Compatibility Zones			
Dimensions	Length	Width	Notes
Zone 1	1,000'	750'	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1
Zone 2	1,500'	750'	NA
Zone 3	3,000'	*	*Plot Zone 3's vertex 1,000' from the runway's endpoint or 25% of runway's length
Zone 4	2,500'	500'	NA
Zone 5	*	500'	Zone 5 ends 200' past the runway's endpoint
Zone 6	5,000'	5,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

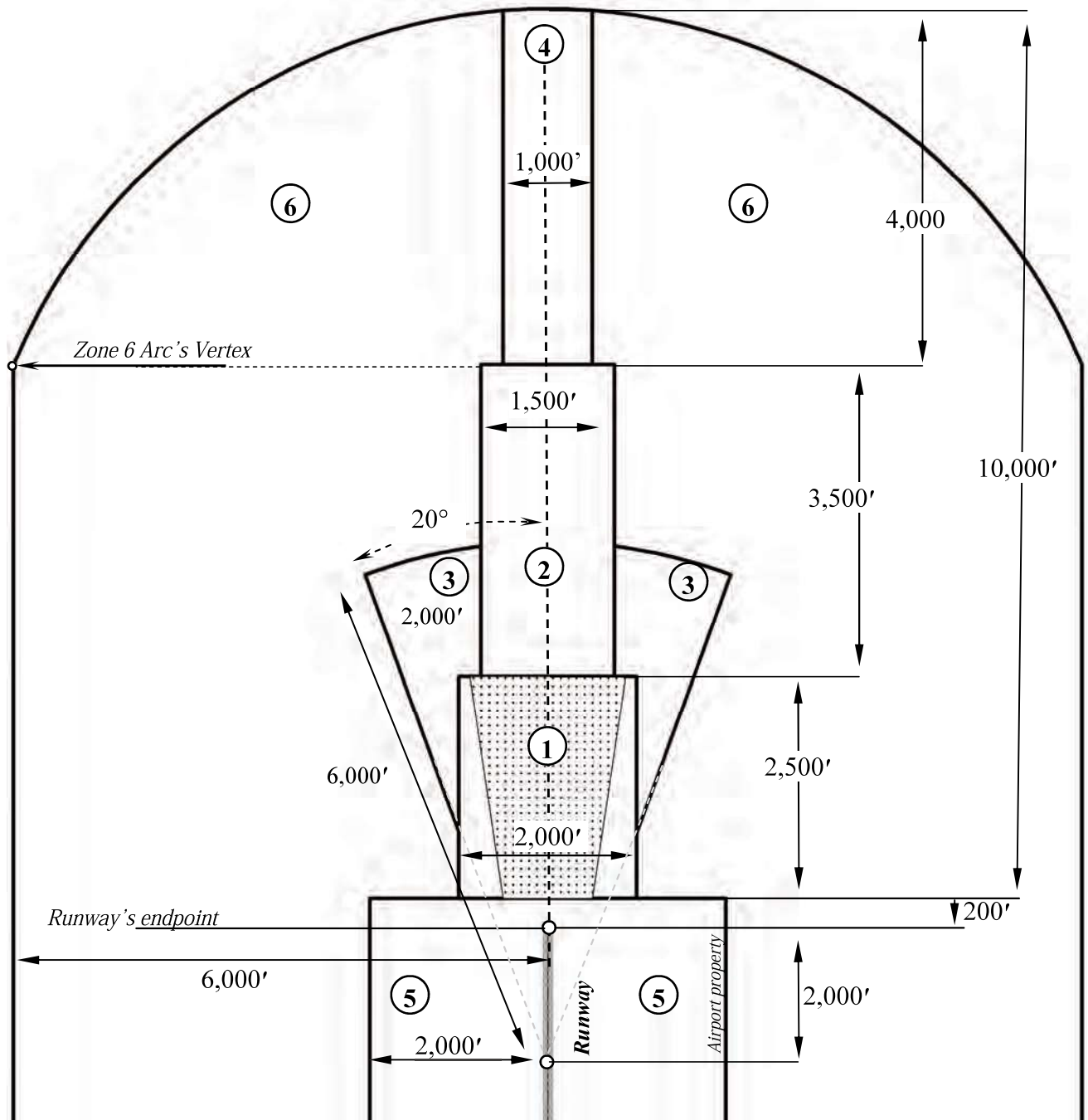
Airport Runways 3,000 to 5,000 Feet



Airport Compatibility Zones			
Dimensions	Length	Width	Notes
Zone 1	1,000'	750*	Zone 1 includes the runway's RPZ. The RPZ is depicted by ordered stipple within Zone 1. *RPZ dimensional standards are dictated by runway approach type.
Zone 2	1,500'	750'	NA
Zone 3	3,000'	*	*Plot Zone 3's vertex 1,500' from the runway's endpoint
Zone 4	2,500'	500'	NA
Zone 5	*	500'	Zone 5 ends 200' past the runway's endpoint
Zone 6	5,000'	5,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

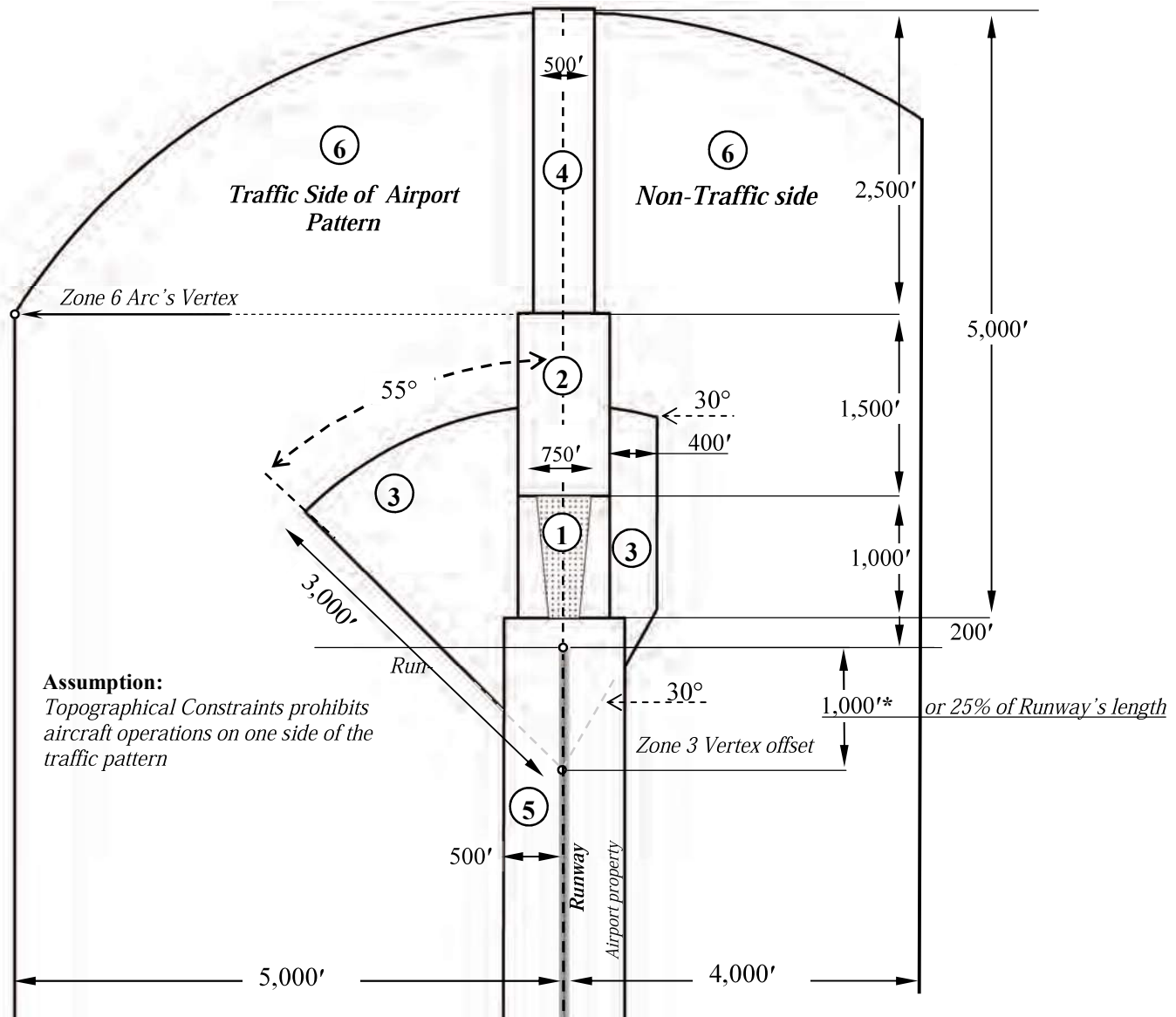
Airport Runways Greater Than 5000 Feet



Airport Compatibility Zones			
Dimensions	Length	Width	Notes
Zone 1	2,500'	2,000'	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1  *RPZ dimensional standards are dictated by runway approach type.
Zone 2	3,500'	1,500'	NA
Zone 3	6,000'	*	*Plot Zone 3's vertex 2,000' from the runway's endpoint
Zone 4	4,000'		NA
Zone 5	*	2,000'	*Zone 5 ends 200' past the runway's endpoint
Zone 6	10,000'	6,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

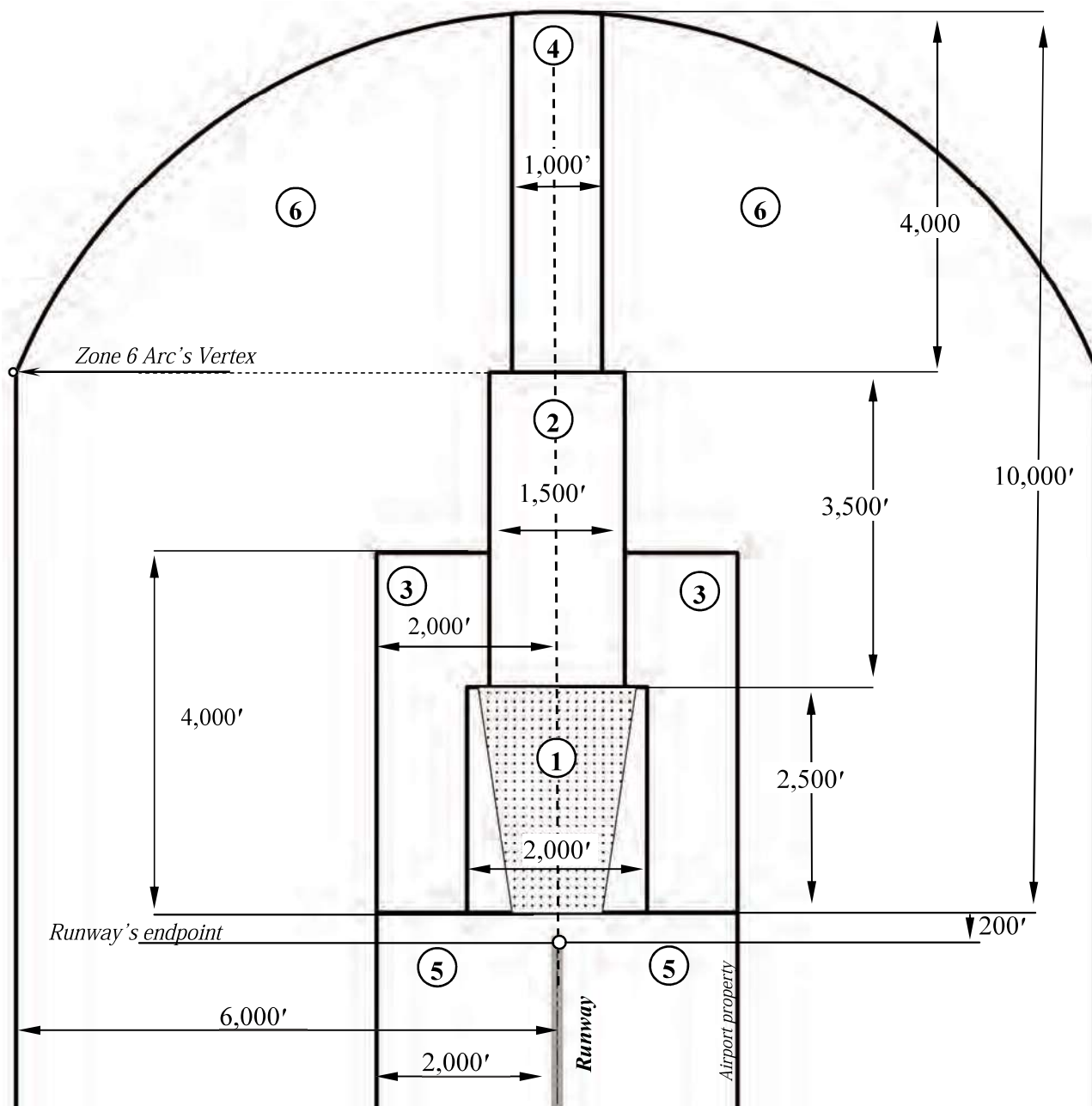
Airport Runway Under 3000 feet 'Single Sided Traffic Pattern Alternative



Airport Compatibility Zones			
Dimensions	Length	Width	Notes
Zone 1	2,500'	2,000	Zone 1 includes the runway's RPZ. The RPZ is depicted with ordered stipple within Zone 1. *RPZ dimensional standards are dictated by runway approach type.
Zone 2	3,500'	1,500'	NA
Zone 3	3,000'	3,000'	NA
Zone 4	4,000'		NA
Zone 5	*	2,000'	*Zone 5 ends 200' past the runway's endpoint
Zone 6	10,000'	6,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2

RPZ – Runway Protection Zone

Airport Runways Greater Than 5,000 Feet: Alternative A



Airport Compatibility Zones			
Dimensions	Length	Width	Notes
Zone 1	1,000'	750'	Zone 1 includes the runway's RPZ. The RPZ is depicted by ordered stipple within Zone 1
Zone 2	1,500'	750'	NA
Zone 3	3,000'	*	*Plot Zone 3's vertex 1,000' from the runway's endpoint or 25% of runway's length. 55° or greater traffic side. 30° with 400' width non-traffic side
Zone 4	2,500'	500'	NA
Zone 5	*	500'	Zone 5 ends 200' past the runway's endpoint
Zone 6	5,000'	5,000'	Set the vertex for Zone 6's arc parallel to the end of Zone 2. 5,000' width traffic side. 4,000' width non traffic side.

RPZ – Runway Protection Zone

